

LLOYD'S

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*Lloyd's Library.*



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Ada D Bishop (Schr)	fo 17	Beverly <sup>107</sup>	fo 5
Apollo (Schr)	" 25	Bogstad <sup>107</sup>	" 21
Adventure <sup>107</sup>	" 35	Bansei Maru No 2 <sup>107</sup>	" 28
Aldebaran <sup>107</sup>	" 39	Balgownie (Stm Trawler)	" 65
Ardgartan <sup>107</sup>	" 51	Bostonian (Stm Trawler)	" 92
Albion (Ketch)	" 55	Barbados (—" —)	" 96
Argentine Maru <sup>107</sup>	" 71	Bess Mitchell (Schr)	" 118
Amelia Zeman (Schr)	" 85	Brackenholm (Schr)	" 128
Albyn (Barque)	" 102	Baron Blantyre <sup>107</sup>	" 153
Adderstone <sup>107</sup>	" 121	Black Cat (Schr)	" 154
A.C. Kirk <sup>107</sup>	" 157	Bertha (Ship)	" 172
Algora <sup>107</sup>	" 160	Ben Gullion (Schr.)	" 224
Ahine <sup>107</sup>	" 180	Berlin (Stm Trawler)	" 225
Arcinite (Stm Trawler)	" 189		
Arabia <sup>107</sup>	" 191		
Asiatic Prince <sup>107</sup>	" 218		
Amplitudo (Stm Trawler)	" 222		



Cliffburn <sup>101</sup>	fo 11
Castlebar <sup>101</sup>	" 12
Chrysolite (Schr)	" 20
Cadorni (Ketch)	" 24
Callista <sup>101</sup>	" 36.
Chittagong (Brig)	" 53
Cyrano (Shm Drawler)	" 61
Cotella (—" —)	" 63
Constance <sup>101</sup>	" 68
Castor <sup>101</sup>	" 69
Cubadiet <sup>101</sup>	" 78
Curieuse (Schr)	" 111
Canastota <sup>101</sup>	" 115
Chamonix (Shm Drawler)	" 116
Cheshire <sup>101</sup>	" 126
Carysfort (Shm Drawler)	" 143
Ceritaurus (bqn)	" 148
Conovium <sup>101</sup>	" 156
Carena <sup>101</sup>	" 161
Chiliev <sup>101</sup>	" 165
Conejos <sup>101</sup>	" 166
Castlereagh <sup>101</sup>	" 178
Cotopaxi <sup>101</sup>	" 186
Craigavon <sup>101</sup>	" 204
Cartagena (Drawler)	" 214

Derwent (Shm Drawler)	fo 76
Dwer (—" —)	" 77
Douglas Adams (Schr)	" 114
Deringham (Brig)	" 130
Daleside <sup>101</sup>	" 176
Derwill <sup>101</sup>	" 183
Defi (Schr)	" 215
David C Reid (Tanker)	" 220

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Eveleen <sup>101</sup>	fo 13	Fylla (schr)	fo 101
Erindring <sup>101</sup>	fo 23	Fiorino (barque)	" 108
Emanuel Repoulis <sup>101</sup>	" 94		
Edwin (schr)	" 98		
Esperanza de Larrinaga <sup>101</sup>	" 105		
Elizabeth Charlotte (schr)	" 109		
Elleray <sup>101</sup>	" 122		
El Kahira <sup>101</sup>	" 132		
Enigma (schr)	" 141		
Evelyn (Ketch) of Rye	" 158		
Equator (S.V.)	" 163		
Evelyn (schr) of Bridgetown	" 174		
Elsdon <sup>101</sup>	" 187		
Eliza (Schooner)	" 190		
Eleanor F. Barham (schr)	" 198		
Emlynor <sup>101</sup>	" 207		



Gitano <sup>151</sup>	fo 34	Heathpark <sup>151</sup>	fo 29
Gleaner (Schr)	" 38	Hasker <sup>151</sup>	" 49
Gossip (Schr)	" 75	Halcyon (Shm Fawler)	" 56
General Horne (Schr)	" 99	Henry W. Cramp (Schr)	" 57
G. H. Bevan (Ketch)	" 124	Helcia (Shm Fawler)	" 64
Groutoft <sup>151</sup>	" 127	Hawoto <sup>151</sup>	" 73
Gordia <sup>151</sup>	" 134	Herbert + Ruby (Schr)	" 81
Guillem Sorolla <sup>151</sup>	" 136	Hewitt <sup>151</sup>	" 104
Georgine (Schr)	" 147	Harvester (Schr)	" 110
Glyndwr <sup>151</sup>	" 152	Hawker (Schr)	" 112
Galleon <sup>151</sup>	" 184	Heinrich Kayser <sup>151</sup>	" 139
Gertrud (Schr)	" 192	Hein <sup>151</sup>	" 145
Golden Cape <sup>151</sup>	" 195	Herbert Warren (Schr)	" 149
Gilda Scuderi <sup>151</sup>	" 228	Helmonian <sup>151</sup>	" 205
George Cochran <sup>151</sup>	" 230	Harrison F Beacham (Schr)	" 219

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G

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Ibis <sup>101</sup>	fo 16
Kranhoe (motor fishing vessel)	" 43
Statiba <sup>101</sup>	" 48
Isabella (Schv)	" 31
Imperial Queen (S. Trawler)	" 90
Independence (Schv)	" 173
Irena <sup>101</sup>	" 182
Ivy (Ketch)	" 229

Keltier <sup>101</sup>	fo 26
Kralingen (motor Schooner)	" 74
Kervier (Schv)	" 131
Kanloops <sup>101</sup> (on Great Lakes)	" 210

J. McRae (Schv)	fo 4
Janet (Schv)	" 27
Joseph Davis <sup>101</sup>	" 45
J. E. Du Bignon (Schv)	" 52
Jutland (motor Trawler)	" 86
Jean Stirling (S. V.)	" 88
Janna (barque)	" 133
John Harrison <sup>101</sup>	" 177
Jayanti <sup>101</sup>	" 208



# LLOYD'S

Lodaner 151  
 Lyman D. Foster (Schw)  
 Larimer 151  
 Lux 151  
 Lindsey (Steam Trawler)  
 Lukkos 151  
 Lizzie Fremberth (Schw)  
 Lynaes (Schw)  
 Lusby (Shw Drifter)  
 Leifur Neppni (Shw trawler)  
 Loyal Citizen 151  
 Loop Head 151  
 Lady Combe (Stedger)

fo 10  
 " 54  
 " 59  
 " 83  
 " 93  
 " 144  
 " 155  
 " 164  
 " 168  
 " 179  
 " 194  
 " 206  
 " 212

Moonstone (Schw) fo 1  
 Meaford 151 " 6  
 Motala Strom 151 " 41  
 Marken (Motor Vessel) " 42  
 Mohawk (Schw) " 46  
 Munisla 151 " 60  
 Minnie Summers (Lyn) " 97  
 Marion (Schw) " 103  
 Monte San Michele " 107  
 Marurewa (barque) " 135  
 Maid of Delos 151 " 138  
 Mar del Plata 151 " 140  
 Moss Rose (Ketch) " 175  
 Margarita 151 " 181  
 Mini (Schw) " 188  
 Magda (motor fishing vessel) " 196

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# LLOYD'S

Nordanger 101  
 Nigretia  
 Nestos (Steel Motor Barge)  
 N Hansen (Schr)  
 Nunnington 101

1082 Oly 101  
 " 162 Olwen (Aux 3 masted Schr)  
 " 169 Oceaan IV (Steam Trawler)  
 " 170 Ottawa 101  
 " 171 Ottilde (Motor Schr)  
 Odysseus 101

for 7  
 " 15  
 " 91  
 " 106  
 " 123  
 " 202



Peking 171	fo 70
Penasco 17	" 125
Perice, (Castle) (Shw. Hawker)	" 142
Pott-de Brest 17	" 167
Pedestrian (chr)	" 211

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V  
W  
X  
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Red Rose<sup>m</sup>  
 Ribblesdale<sup>m</sup>  
 Revenue<sup>m</sup>  
 Rapid (Ketch)  
 Rawlinson<sup>m</sup>  
 Rosa<sup>m</sup>  
 Rodney<sup>m</sup>  
 Rose (Sloop)

14	Locotra (barque)	8
40	Sidney Smith (Schr)	18
58	Sweetheart Abbey (Schr)	44
129	Syriv <sup>m</sup>	47
151	Tenor (Motor Vessel)	50
159	Tamson (Tug)	67
199	Totterdean <sup>m</sup>	71
203	Samuel Faurce (Sloop)	79
	Susanne (barque)	81
	Variskog (Barque)	113
	Santa Rita (Sloop)	117
	Tilba <sup>m</sup>	119
	Stevenstone <sup>m</sup>	120
	Swiftstar (Sloop)	150
	Tulton <sup>m</sup>	185
	Tuduffco <sup>m</sup>	193
	Taniel (Motor fishing Vessel)	194
	Lagua la Grande <sup>m</sup>	210
	Steinhoff (Trawler)	217
	Stream Fisher	221



Thetis (Ketch)	fo 17
Talus (Ship)	" 62
Theban (Schooner)	" 66
Tenzan Maru	" 89
Tay	" 100
Truthseeker (Schr)	" 137
Treasurer	" 213
Toco (Tank)	" 200
Tesbridge	" 227

Uranus (Brigantine)	fo 30
Ukishima Maru	" 80

Venezuela	fo 9
Verna M Lohmes (Schr)	" 32
Villadolid	" 146

R  
S  
T  
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Whorlton (101)	fo 2
W.C. McKay (car)	- 3
Wyre (Schr)	- 22
Widgate	- 37
Wagania (14)	- 33
William O'Brien (14)	- 87
Wander (motor vessel)	- 216



Yute<sup>189</sup> 1095  
Young Fox (aux Kefeh) 223



Moonstone

(British Schooner)

of Fleetwood, Official. No 81,005, Littledale, Master.

— Tons gross

93 Tons Net

Date } 1879  
Built }

Fleetwood for Thorshavn (Faroe Islands)

Application submitted

17<sup>th</sup> April 1918

REMARKS—

Subscribers making Application

The Maritime Insurance Co. Ltd.  
Liverpool 11,423/18Interested as Underwriters on  
Hull & Cargo

Owner

H Dingle  
Fleetwood

Cargo

Salt

30 Bags of Mails for the Government

Insurance effected at

Maritime Insurance Co. Ltd.

On Vessel

Maritime Insurance Co. Ltd.

On Cargo

Latest Account Sailed from Fleetwood  
for Thorshavn (Faroe Islands) on the  
31<sup>st</sup> January 1918.

MOONSTONE (s.v.).—Thorshavn, Feb. 20.—On Feb. 17 a schooner was seen in distress. Two steamers sent out without success. To-day a body of a Dane has been washed ashore at Sandevaag. It is supposed from papers found on the body that he was engaged in the British vessel Moonstone, from Fleetwood to Vestmanhavn, with salt.

L-L.  
22/2/18

Crew 6 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report }  
from Thorshavn }

COMMITTEE'S DECISION—

On the Board

17<sup>th</sup> April 1918

Posted Missing

24<sup>th</sup> April 1918From Sailing to 17<sup>th</sup> April 1918  
— do — 24<sup>th</sup> April 191876  
83



No. 7012

**Whorlton** of West Hartlepool, Official No 124,350, Gordon, Master  
(British Steamer)

1469 Tons gross

885 Tons Net

Date } 1907  
Built }

The Downs for Southampton

Application submitted

24<sup>th</sup> April 1918

Member making Application

Mr H. Worsley,  
(Willis Faber & Co. Ltd.)

12050/18

Interested as Broker for Insurance  
of Hull.

Owner

Furness Withy &amp; Co. Ltd.

Not fitted Wireless

Cargo

Unknown (On Admiralty Service)

Insurance effected at

Lloyd's &amp; Companies

On Vessel

On Cargo

Latest Account Sailed from the Downs  
for Southampton on the 11<sup>th</sup> Jan 1918

WHORLTON. — London, March 4.—The owners advise as follows:—Steamer Whorlton left the Downs on the afternoon of Jan. 11, bound for Southampton, and we regret to state has not since been heard of. The Ministry of Shipping intimates that all that has been found of her is the vessel's Transport Number Board, which was picked up off Beachy Head. We gather this board was picked up on the afternoon of Jan. 15.

Crew 19 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 24<sup>th</sup> April 1918

102

On the Board

COMMITTEE'S DECISION—

24<sup>th</sup> April 1918— do — 1<sup>st</sup> May 1918

110

Posted Missing

1<sup>st</sup> May 1918



*W. C. McKay*  
(British Schooner)

of St John's (N.Z.) Official No 131,174, O'Neil, Master

— Tons gross

Date } 1912  
Built }

Twillingate (N.Z.) for Gibraltar

99 Tons Net

Application submitted

29<sup>th</sup> May 1918

REMARKS—

Member making Application

W. F. W. Senior  
(Holmwood & Holmwood L<sup>td</sup>)

13775/18

Interested as Broker for Insurance  
of Hull & Cargo.

Owner

A. H. Murray  
St John's (N.Z.)

Cargo

Codfish

Insurance effected at

Lloyd's

On Vessel

Lloyd's

On Cargo

Latest Account Sailed from Twillingate (N.Z.)  
for Gibraltar on the 21<sup>st</sup> Nov<sup>r</sup> 1917

W. C. McKay (s.v.).—London, March 20.—The German wireless claim that the British schooner McKay, 145 tons gross, has been sunk. It is thought that the McKay is the W. C. McKay.

L.L. 20/3/18

Crew 7 including Master, Officers, and — Apprentices

Number of Days out

Days

From Sailing to last report }  
From Gibraltar }

COMMITTEE'S DECISION—

On the Board

29<sup>th</sup> May 1918

Posted Missing

5<sup>th</sup> June 1918

From Sailing to 29<sup>th</sup> May 1918  
— do — 5<sup>th</sup> June 1918

189

196



No. 3465

*J. M. Rae*  
(British Schooner)

of St. Johns (N.Z.) Official No 121,853, Niseock, Master

→ Tons gross

73 Tons Net

Date Built 1905

St. Johns (N.Z.) for Marystown (N.Z.)

Application submitted

29<sup>th</sup> May 1918

REMARKS—

Member making Application

Mr. F. W. Senior  
(Holmwood & Holmwood L<sup>rs</sup>)  
15.6.1918

Interested as Broker for Insurance  
of port Cargo.

Owner

G. A. Buffett  
Grand Bank (N.Z.)

Cargo

General

Insurance effected at

Newfoundland

On Vessel

Lloyds & Newfoundland

On Cargo

Latest Account Sailed from St. Johns (N.Z.)  
for Marystown (N.Z.) on the 8<sup>th</sup> Dec<sup>r</sup> 1917

Crew 5 including Master, Officers, and → Apprentices

Number of Days out

Days

From Sailing to last report {  
From St. Johns (N.Z.)

81

COMMITTEE'S DECISION—

On the Board

29<sup>th</sup> May 1918

Posted Missing

5<sup>th</sup> June 1918

From Sailing to 29<sup>th</sup> May 1918  
— do — 5<sup>th</sup> June 1918

172

179



*Beverly* of St John (N.Z.) Official No 140053, Wilson, Master  
(British Steamer)

1,258 Tons gross

Date } 1885  
Built }

Harbour Grace (N.Z.) for Gibraltar

743 Tons Net

Application submitted

12<sup>th</sup> June 1918

REMARKS—

Member making Application

Mr F.W. Senior  
(Holmwood & Holmwood L<sup>r</sup>)

13828/15

Interested as Broker for Insurance  
of Cargo.

Owner

William A Munn  
St John (N.Z.)

Fitted Wireless

Cargo

10,928 Quintals Codfish  
+ 50 Barrels Cod Liver Oil

Insurance effected at

On Vessel

Lloyds £8000  
+ Newfoundland Marine  
Insurance Co \$4000

On Cargo

Latest Account Sailed from Harbour Grace  
(N.Z.) for Gibraltar on the 21<sup>st</sup> Jan'y. 1918

Crew 24 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report from  
Gibraltar  
— do — No report

COMMITTEE'S DECISION—

On the Board

12<sup>th</sup> June 1918

Posted Missing

19<sup>th</sup> June 1918

From Sailing to 12<sup>th</sup> June 1918

142

— do — 19<sup>th</sup> June 1918

149



No. 3467

*Meaford* of Toronto, Official No 118,615, Painter, Master  
(British Steamer)

1,889 Tons gross

1,201 Tons Net

Date

Built 1903

Gibraltar for Belfast

Application submitted

12<sup>th</sup> June 1918.

REMARKS—

Member making Application

Sir E. E. Coopers

(James Hartley Cooper &amp; Co.)

14792/18

Interested as Broker for Insurance of Hull &amp;c.

Owner

Farrar Transportation Co., Toronto.

Leopold Walford (London) Ltd.

Managers

Not fitted Wireless

Cargo

Phosphate

Insurance effected at

Lloyd's &amp; Companies

On Vessel

On Cargo

Latest Account Failed from Gibraltar  
for Belfast on the 27<sup>th</sup> March 1918

Crew 24 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 12<sup>th</sup> June 1918

77

On the Board

12<sup>th</sup> June 1918— do — 19<sup>th</sup> June 1918

84

Posted Missing

19<sup>th</sup> June 1918

COMMITTEE'S DECISION



*Obj* of Christiania, - Nielsen, Master  
(Norwegian Steamer)

1829 Tons gross

Date Built 1901

1108 Tons Net

Archangel for Halifax (N.S.) thence to New York

Application submitted

12<sup>th</sup> June 1918

REMARKS—

Member making Application

Mr W. E. Hargreaves  
(C.F. Bowring & Co (Insurance) Ltd.)  
15/6/18

Interested as Broker for Insurance of Hull.

Owner

Thor, Thoresen & Co Ltd.  
Christiania

Not fitted Wireless

Cargo

1500 tons Potash

Insurance effected at

Norske Lloyd

On Vessel

On Cargo

Latest Account Sailed from Archangel  
for Halifax on the 4<sup>th</sup> Nov<sup>r</sup> 1917

OBJ.—London, Sept. 11.—It has now been established that the Norwegian steamer Obj was sunk by War Risk. [Note.—The Norwegian steamer Obj, Archangel for Halifax and New York, was posted at Lloyd's as a missing vessel on June 19.]

L.L.  
12<sup>th</sup> Sept 1918

OBJ.—Gothenburg, April 5.—Part of the inventory of the Norwegian steamer Obj, which left Archangel last November for New York, has drifted ashore.—Göteborgs Handels och Sjöfarts Tidning.

L.L. 19/4/18

A cabled reply from Lloyd's Agents at Halifax (N.S.) dated 12<sup>th</sup> June 1918, states "Have no report. Norwegian Steamer 'Obj' being expected here."

Crew 25 including Master, Officers, and Apprentices  
+ 1 Passenger

Number of Days out

Days

From Sailing to last report }  
From Halifax }  
29.4.18 (N.S.)  
12.6.18

176

220

From Sailing to 12<sup>th</sup> June 1918  
— do — 19<sup>th</sup> June 1918

220

227

COMMITTEE'S DECISION

On the Board

12<sup>th</sup> June 1918

Posted Missing

19<sup>th</sup> June 1918



No. 3467

*Socotra* of Grimstad, Nilsen, Master.  
(Norwegian Barque)

1710 Tons gross

1604 Tons Net

Date } 1891  
Built }

Buenos Ayres for New York

Application submitted

19<sup>th</sup> June 1918

REMARKS—

Member making Application

W. W. E. Hargreaves

(C. F. Bowring & Co (Insurance) L<sup>td</sup>  
15.5.44/18Interested as Broker for Insurance  
of Cargo

Owner

O. T. Tonnevald,  
Grimstad

Cargo

2,600 tons Linseed in bags

Insurance effected at

Norway.

On Vessel

Lloyds &amp; Companies

On Cargo

Latest Account Sailed from Buenos Ayres  
for New York on the 11<sup>th</sup> Nov<sup>r</sup> 1917

**SOCOTRA** (s.v.).—Rio Janeiro, Dec. 7.—Swedish steamer Prinsessan Ingeborg reports having picked up a damaged lifeboat marked "Socotra—Grimstad" on Dec. 1, in lat. 33 54 S., long. 52 49 W. [Note.—The barque Socotra left Buenos Ayres on Oct. 30 homeward bound.]

L.L. 17/18

**SOCOTRA** (s.v.).—Grimstad, April 20. — The managing owner of the Norwegian barque Socotra writes that the vessel left Buenos Ayres on Nov. 11 for New York with a cargo of linseed, and that as she has not yet arrived at her destination he considers her as lost. [See Lloyd's List of Jan. 15.]

L.L. 18/18

Crew 19 including Master, Officers, and — Apprentices

A letter from the Ministry of Shipping dated 14<sup>th</sup> June 1918, states: In regard to the "Socotra" there does not appear to have been any submarine activity at the time and in the vicinity where the wreckage was found.

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to last report }  
From New York }

On the Board 19<sup>th</sup> June 1918Posted Missing 26<sup>th</sup> June 1918

From Sailing to 19<sup>th</sup> June 1918  
— do — 26<sup>th</sup> June 1918

220

227



No. 3170

*Venezuela* of Havre, Callac, Master  
(French Steamer)

733 Tons gross

Date } 1907  
Built }

Swansea for Rouen

401 Tons Net

Application submitted

19<sup>th</sup> June 1918

REMARKS—

Member making Application

M<sup>r</sup> A D'Ambumenil

15/6/18

Interested as Broker for Insurance  
of Cargo.

Owner

Société Navigation Havraise  
Havre

Not fitted Wireless

Cargo

592 tons 1 cwt Coal

Insurance effected at

French Government

On Vessel

Lloyd's

On Cargo

Latest Account Sailed from Swansea  
for Rouen on the 12<sup>th</sup> March 1918, and  
was at Falmouth on the 13<sup>th</sup> March 1918

VENEZUELA.—London, June 17.—According to  
a communication received from the owners the  
steamer Venezuela left Swansea on March 12 for  
Rouen and was hailed and interrogated on March 13  
at Falmouth, since when they have had no news  
of her. Two bodies wearing life belts, marked  
"Venezuela" have been found ashore near Sandown  
and Bembridge. The ship's papers have been picked  
up in a drawer afloat on the water.

L.L. 18/6/18

A letter from the Ministry of Shipping dated the  
14<sup>th</sup> June 1918, states: "The S.S. 'Venezuela' was stated to  
have been blown up by a mine near Anvil Point,  
but although there was considerable submarine  
activity in this vicinity no mines were found."

Crew 28 including Master, Officers, and 2 Apprentices

Days

Number of Days out

From Sailing to last report }  
From Rouen }

COMMITTEE'S DECISION—  
On the Board19<sup>th</sup> June 1918

Posted Missing

26<sup>th</sup> June 1918

From Sailing to 19<sup>th</sup> June 1918  
— do — 26<sup>th</sup> June 1918

99  
106



No. 3471

*Lodaner*  
(British Steamer)

of London, Official N° 118,654, John Marr, Master

3,291 Tons gross

2,106 Tons Net

Date } 1905  
Built }

Brest for Glasgow

Application submitted

3<sup>rd</sup> July 1918

REMARKS—

Member making Application

Mr. H. Garratt  
(James Hartley, Cooper & Co. L<sup>td</sup>)  
18, 38/18

Interested as Broker for insurance  
of Hull.

Owner

Lodone Steamship Co. L<sup>td</sup>  
(Wakon Munro, Cornforth & Co.  
London

Not fitted Wireless

Cargo

Ore

Insurance effected at

Lloyd's & Companies

On Vessel

On Cargo

Latest Account Sailed from Brest for  
Glasgow on the 14<sup>th</sup> April 1918

A letter from the Ministry of Shipping  
dated 29<sup>th</sup> June 1918. States "No further  
information"

Crew 29 including Master, Officers, and 2 Apprentices  
& 3 Gunners

Number of Days out

Days

From Sailing to 3<sup>rd</sup> July 1918

80

On the Board

3<sup>rd</sup> July 1918

— do — 10<sup>th</sup> July 1918

87

Posted Missing

10<sup>th</sup> July 1918

COMMITTEE'S DECISION—



No. 3472

**Cliffburn** of Belfast, Official N° 113935. Alexander, Master.  
(British Steamer)

238 Tons gross

94 Tons Net

Date }  
Built } 1901Maryport for Buncrana  
(C Donegal)

Application submitted

10<sup>th</sup> July 1918

Member making Application

Mr. A. D. Amburneil  
16/4/18

Owner

W. E. Fisher  
Maryport

Cargo

279 Tons Best House Coal

Insurance effected at

London &amp; Liverpool

On Vessel

On Cargo

Latest Account Sailed from Maryport  
for Buncrana (C Donegal) on the 21<sup>st</sup>  
May and was in collision with the  
S.S. "Northumberland" off the Maidens at  
12.34 p.m. on the 22<sup>nd</sup> May 1918

Crew 9 including Master, Officers, and Apprentices

Number of Days out

Days

From last seen to 10<sup>th</sup> July 1918

49

— do — 17<sup>th</sup> July 1918

56

— do — 24<sup>th</sup> July 1918

63

REMARKS—

Interested as Broker for Insurance  
of Hull.

Not fitted Wireless

The "Northumberland" is owned by the Federal  
Steam Navigation Co. 2 Fenchurch Avenue. E.C.

12,160 tons gross

7,834 tons net

**NORTHUMBERLAND.** — London, June 3. —  
Steamer Northumberland, of London, New York for  
Liverpool, with general cargo and frozen meat, while  
proceeding in convoy, was in collision, on May 22, off  
Maidens North Channel with a British destroyer and  
soon afterwards with the steamer **Cliffburn**, of Bel-  
fast. The Northumberland had serious damage to  
stem and her forepeak filled with water.

L.L.

4/6/18

A letter from the Ministry of Shipping  
dated 5<sup>th</sup> July 1918, states: "No further  
information"

COMMITTEE'S DECISION—

Deferred

10<sup>th</sup> July 1918

On the Board

17<sup>th</sup> July 1918

Posted Missing

24<sup>th</sup> July 1918



No. 3473

**Castlebar** of Glasgow, Official No 105,959, Syding, Master  
(British Steamer)

508 Tons gross

203 Tons Net

Date } 1895  
Built }

Glasgow for Limerick

Application submitted

31<sup>st</sup> July 1918

REMARKS—

Member making Application

Mr A Constanduros  
(Richard Harris & Son)  
16, 093/18

Interested as Broker for Insurance of Hull.

Owner

W. M. Barkley & Sons L<sup>td</sup>  
24 Wellington Place  
Belfast

Not fitted Wireless

Cargo

Wheat

Insurance effected at

Lloyd's & Companies for Marine }  
Lloyd's & Govt War Risks, Mar }  
ass<sup>n</sup> }

On Vessel

On Cargo

Latest Account Sailed from Glasgow for  
Limerick on the 12<sup>th</sup> March 1918, and  
passed Fanad Head on the 14<sup>th</sup> March

A letter from the Ministry of Shipping,  
dated 27<sup>th</sup> July 1918, states: "Latest report  
states that she passed Fanad Head  
on the 14<sup>th</sup> Mch 1918, nothing further."

Crew 12, including Master, Officers, and — Apprentices  
+ 2 Gunners

Number of Days out

Days

COMMITTEE'S DECISION

From last seen to 31<sup>st</sup> July 1918

139

On the Board

31<sup>st</sup> July 1918— do — 7<sup>th</sup> Aug 1918

146

Posted Missing

7<sup>th</sup> August 1918



*Eveleen*

(British Steamer)

of Belfast, Official. No. 274, Doyle, Master

434 Tons gross

Date 1891  
Built

Ayr for Belfast

171 Tons Net

Application submitted

31<sup>st</sup> July 1918

Member making Application

Mr. A. Todd

(A Howden &amp; Co)

15850/18

Interested as Broker for Insurance  
of Hull.

Owner

John Milligen & Co<sup>rs</sup>  
Belfast

Not fitted Mireline

Cargo

418 Tons Coal

(Dumferline Washed Nutts)

Insurance effected at

Lloyds

On Vessel

United British Insurance Co<sup>rs</sup>

On Cargo

Latest Account Sailed from Ayr for  
Belfast on the 6<sup>th</sup> May 1918

**EVELEEN.**—London, May 11.—Steamer Stephen, of and for Liverpool, from New Orleans, passed a quantity of steamer's fittings including a lifebuoy painted white and marked in black letters "s.s. Eveleen, Belfast" or "s.s. Elloleen, Belfast" (? Eveleen, of Belfast) on May 7, in lat. 54 57 N., long. 5 34 W.

L.L. 14/5/18

—Belfast, May 13.—Referring to report of steamer Stephen at Liverpool having passed wreckage on May 7, this is probably from the steamer Eveleen, of Belfast, which left Ayr on the afternoon of May 6 for Belfast, cargo coal, and of which no news has since been received. She was due here at 1 a.m. on May 7.

A letter from the Ministry of Shipping dated 27<sup>th</sup> July 1918, States: No further information.

Crew 15 including Master, Officers, and Apprentices  
+ 3 Gunners

Number of Days out

Days

From Sailing, to 31<sup>st</sup> July 1918

86

On the Board

31<sup>st</sup> July 1918— do — 7<sup>th</sup> Aug 1918

93

Posted Missing

7<sup>th</sup> August 1918



No. 3475

*Red Rose* of Liverpool, Official No 97854, Pritchard, Master  
(British Steamer)

401 Tons gross

151 Tons Net

Date } 1891  
Built }

Littlehampton for Havre

Application submitted

31<sup>st</sup> July 1918

Member making Application

Mr. E. Deane

(Pitman &amp; Deane Ltd)

21493/18

Owner

Richard Hughes &amp; Co

17 James Street

Liverpool

Cargo

On Government Service

with Government Stores

Insurance effected at

Lloyd's &amp; Companies

On Vessel

On Cargo

Latest Account Sailed from Littlehampton  
for Havre on the 21<sup>st</sup> May 1918

RED ROSE.—London, June 5.—The owners write from Liverpool under date of June 4: This steamer sailed from Littlehampton on the night of May 21, bound for Havre in company of an armed escort. It appears the latter lost sight of the Red Rose and we have had no further news.

L.L. 6/6/18

Crew 12 including Master, Officers, and Apprentices  
+ 2 Gunners

A letter from the Ministry of Shipping dated 9<sup>th</sup> July 1918 and addressed to the Owners, States: "The Department cannot admit liability for the loss as a War vessel."

Number of Days out

Days

From Sailing to last report  
from Havre

— do —

26.7.18  
3.8.18

66

74

On the Board

31<sup>st</sup> July 1918

Posted, Missing

7<sup>th</sup> August 1918

From Sailing to 31<sup>st</sup> July 1918  
— do — 7<sup>th</sup> Aug 1918

71

78

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with Lloyd's consent



No. 3476

*Olwen* of Swansea, Official No 98977, Stamp, Master.  
*British Auxiliary 3 masted Schooner*  
 128 Tons gross  
 68 Tons Net  
 Date Built 1891  
 Swansea for Cherbourg

Application submitted

31<sup>st</sup> July 1918.

REMARKS—

Subscribers making Application

Messrs E. R. Evans & Co  
19.396/18

Interested as Underwriters on Hull

Owner

Samuel W Oakley  
52 Gracechurch Street  
London E.C.

Cargo

195 Tons Coal

Insurance effected at

British Marine Mutual Insurance  
Sailing Ships Mutual Ass<sup>ns</sup> } On Vessel

On Cargo

Latest Account Sailed from Swansea for  
Cherbourg on the 8<sup>th</sup> June 1918

OLWEN.—Pendeen, June 19.—A 16-ft. open boat, marked "Olwen, Swansea," found smashed on the rocks two miles east of Pendeen Lighthouse.

L.L. 20/6/18

OLWEN.—London, July 5.—The owner of the three-masted auxiliary schooner Olwen reports that the vessel left Swansea on June 8 for Cherbourg, with coal, and he fears that she has been lost. A lifebuoy, marked "Olwen, Swansea," was picked up at Tonnor, near Gurnard's Head, on June 11, and the lifeboat in a damaged condition has washed ashore near Pendeen.

L.L. 6/7/18

Crew 7 including Master, Officers, and — Apprentices  
42 Naval GunnersA letter from the Ministry of Shipping dated 25<sup>th</sup> July 1918, states: "no further information"

Number of Days out

Days

From Sailing to last report  
From Cherbourg }  
PendeenFrom Sailing to 31<sup>st</sup> July 1918  
— do — 7<sup>th</sup> Aug. 191853  
60

COMMITTEE'S DECISION—

On the Board

31<sup>st</sup> July 1918

Posted Missing

7<sup>th</sup> August 1918



No. 3477.

*Ibis* of London, Official No 142359, Cook, Master  
 (British Steamer)  
 2,358 Tons gross Date 1898 Bilbao for Glasgow  
 1,540 Tons Net Built

Application submitted

7<sup>th</sup> August 1918

REMARKS—

Member making Application

Sir Ernest W. Glover

22049/18

Interested as Director of Ship Management  
Branch of the Ministry of Shipping

Owner

The Shipping Controller

Not fitted Wireless

Cargo

Iron Ore

Insurance effected at

On Government a/c,

On Vessel

On Cargo

Latest Account Sailed from Bilbao for  
 Glasgow on the 5<sup>th</sup> May 1918, and is  
 believed to have been in collision with the  
 S.S. "Whimbrel" on the 12<sup>th</sup> May 1918, six miles  
 West of the Lizard

Crew 26 including Master, Officers, and Apprentices  
 + 2 Gunners

Number of Days out

Days

From Sailing to 7<sup>th</sup> August 1918

94

On the Board

7<sup>th</sup> August 1918— do — 14<sup>th</sup> August 1918

101

Posted Missing 14<sup>th</sup> August, 1918

WHIMBREL. — Falmouth, May 13. — Steamer  
 Whimbrel, Crawford, Swansea for Rouen, cargo fuel  
 and wood, arrived to-day with bows badly damaged  
 through collision with unknown vessel last night, six  
 miles west of the Lizard.

L.L. 14/5/18

IBIS. — London, July 10. — Steamer Ibis is sup-  
 posed to have been lost in collision at 11 30 p.m. on  
 May 12, six miles W.N.W. of the Lizard. Two  
 bodies identified as belonging to the Ibis were found  
 shortly after that date, and a steamer put into Fal-  
 mouth damaged, having been in collision with an  
 unknown steamer. The Ibis was in the position in-  
 dicated above, and as nothing further has been  
 heard of her, it must be presumed that she was  
 sunk.

L.L. 12/7/18

COMMITTEE'S DECISION—



No. 3478

*Ada D Bishop*, of *Shelbourne (N.S.)*  
*(British Schooner)* Official No. 130501. *Holwell, Master*  
 Tons gross } 1911. *Twillingate (Nfld.) for Gibraltar.*  
 93 Tons Net } Built

Application submitted

28<sup>th</sup> August, 1918.

Member making Application

Mr F. W. Senier

(Holmwood &amp; Holmwood Ltd.)

23/58/18

16701/18

Owner

William Ashbourne

Twillingate (Nfld.)

(Charles F. Bishop  
Burin, Nfld.)

Cargo

2600 Quintals Codfish  
(bulk)

Insurance effected at

Lloyd's and  
Companies.

On Vessel

Lloyd's & Companies,  
and Newfoundland

On Cargo

Latest Account Sailed from  
 Twillingate (Nfld.) for Gibraltar  
 on the 10<sup>th</sup> January, 1918.

Crew 6 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report }  
 from Gibraltar }

From Sailing to 28<sup>th</sup> Aug 1918. 230  
 do 4<sup>th</sup> Sept 1918 237

REMARKS—

Interested as Broker for Owner  
 of Ship and Cargo.

## OVERDUE VESSEL.

ADA D. BISHOP (s.v.).—London, July 23.—The owner of the schooner Ada D. Bishop, which sailed from Twillingate (N.F.) on Jan. 10 for Gibraltar, writes from Burin (N.F.), under date of July 4, that he has heard nothing of the vessel since she left, and he fears she is "gone."

L.L.  
 24/7

A letter from the Ministry of  
 Shipping, dated 22<sup>nd</sup> August, 1918,  
 states:—No news since sailing on  
 10<sup>th</sup> January, 1918.

COMMITTEE'S DECISION—

On the Board 28<sup>th</sup> Aug 1918

Posted Missing 4<sup>th</sup> Sept 1918



No. 3479

*Sidney Smith, of Carnarvon.**(British Schooner)*

Official No. 92217. Taylor, Master.

177 Tons gross

Date

Built

1895. Twillingate (Nfld.) for Gibraltar.

145 Tons Net

Application submitted

REMARKS—

28<sup>th</sup> August, 1918.

Member making Application

Mr. F. W. Senior

(Holmwood &amp; Holmwood Ltd.)

16701<sup>a</sup>Interested as Broker for Owner  
of Ships and Cargo.

Owner

William Ashbourne  
Twillingate (Nfld.)

Cargo

5710 Quintals Codfish

Insurance effected at

London

On Vessel

London and  
Newfoundland.

On Cargo

Latest Account

Sailed from  
Twillingate (Nfld.) for Gibraltar  
on the 11<sup>th</sup> December, 1917.

Crew

including Master, Officers, and

Apprentices

A letter from the Ministry of  
Shipping, dated 22<sup>nd</sup> August, 1918,  
states:— No news since sailing on  
11<sup>th</sup> December, 1917.

Number of Days out

Days

From Sailing to last report }  
from Gibraltar }From Sailing to 28<sup>th</sup> Aug., 1918. 260  
— do — 14<sup>th</sup> Sept. 1918 267

COMMITTEE'S DECISION—

On the Board

28 Aug 1918

Posted Missing

14<sup>th</sup> Sept 1918



*Thetis*  
(British Ketch)

of Cowes. Official No 67562. Weadick, Master.

— Tons gross  
33 Tons Net

Date } 1872  
Built }

Eling (Spton) for St Malo

Application submitted

11<sup>th</sup> September 1918

REMARKS—

Subscriber making Application

Mr E. J. Needham  
(R. E. Crawford & Co.)  
24.2.01/18

Interested as Broker for Insurance  
of Cargo.

Owner

John W. Kingston  
Poole  
Dorset

Cargo

Pitch (60 tons)

Insurance effected at

Motor Union Insurance Co  
United British Insurance Co

On Vessel

On Cargo

First Account Sailed from Eling (Spton)  
for St Malo on the 8<sup>th</sup> April, and passed  
the Needles on the 13<sup>th</sup> April 1918

A letter from the Ministry of Shipping  
dated 5<sup>th</sup> Sept 1918, states: No information

Crew 2 including Master, Officers, and Apprentices

Number of Days out

Days

From passing the Needles to last report }  
from St Malo }

COMMITTEE'S DECISION—

On the Board

11<sup>th</sup> Sept 1918

Posted Missing

18<sup>th</sup> Sept 1918

From passing the Needles to 11<sup>th</sup> Sept 1918  
— do — 18<sup>th</sup> Sept 1918

151

158



No. 3481

*Chrysolite*of Manchester, Official. N<sup>o</sup> 58,190, Redd, Master

(British Schooner)

161 Tons gross

Date Built 1869

128 Tons Net

Swansea for Treguier (North France)

Application submitted -

23<sup>rd</sup> October 1918

REMARKS—

Subscriber making Application

Mr J Crafter

(Nelson Doukin &amp; Co)

27, 685/18

Interested as Insurance Broker to Owner.

Owner

Alfred E. Bowen

63 Atlantic Chambers

Manchester

Cargo

256 Tons Steam Coal

Insurance effected at

E R Evans &amp; Co

+ The Sailing Ship Mutual Association

On Vessel

On Cargo

Latest Account Sailed from Swansea for Treguier (North France) on the 3<sup>rd</sup> August 1918.

Crew 7 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report from Treguier

From Sailing to 23<sup>rd</sup> Oct 1918— do — 30<sup>th</sup> Oct 1918

81

88

A letter from the Admiralty dated 2<sup>nd</sup> Oct 1918, States: In connection with the loss of the Sailing Vessel "Chrysolite", that according to a Board of Trade deposition, the S.S. "Gerent" ran down a vessel in Bideford Bay at 3.30 am on the 6<sup>th</sup> August 1918.

**CHRYSLITE** (s.v.).—Manchester, Sept. 6.—Anxiety is felt for the safety of the schooner Chrysolite, which is now well over a month out from Swansea to St. Malo.

L.L. 10/9/18

**CHRYSLITE** (s.v.).—Manchester, Sept. 11.—The master of the schooner Annie Jones, now at Swansea, reports having word of the Chrysolite having been in collision with a steamer just outside Bideford: she was cut in two and foundered with all hands. He does not know the name of the steamer, but it appears that the only thing that the steamer was able to pick up at the time was one of the sails of the Chrysolite, and this was sold to the master of a schooner by a fisherman who had it from the steamer in question. It was Captain Hocking, of the ketch Ada, of Bideford, who reported that a wireless message had been picked up on the coast to the effect that a steamer, name unknown, had run down a sailing vessel during a rain squall at 6.30 a.m. (date not stated), and that all hands were lost. [See under "Overdue Vessel" in Lloyd's List of Sept. 10.]

L.L. 12/9/18

**CHRYSLITE** (s.v.).—London, Oct. 5.—In reply to inquiry requesting information in connection with the loss of the three-masted schooner Chrysolite belonging to the Anglo-French Coasting Company, Ltd., of Manchester, which sailed from Swansea on Aug. 3 for Treguier, the Secretary of the Admiralty writes under date of Oct. 2 that according to a Board of Trade Deposition the steamer Gerent ran down a vessel which left her jib on the fore-castle of the Gerent, at 3.30 a.m. on Aug. 6 in Bideford Bay. (See Lloyd's List of Sept. 13.)

L.L. 7/10/18

COMMITTEE'S DECISION

On the Board

23<sup>rd</sup> Oct 1918

Posted Missing

30<sup>th</sup> Oct 1918



No. 34821

# Bogstad

of Christiania, Gullicksen, Master  
(Norwegian Steamer)

1,589 Tons gross

Date 1910

Bilbao for Cardiff

938 Tons Net

Built

Application submitted

30<sup>th</sup> October 1918

REMARKS—

Member making Application

Mr H. C. Malyow

(Matthew Wrightson (G.L.))

29,563/18

Interested as Agent for Underwriters  
of Cargo.

Owner

Fearnley & Eger  
Christiania  
Norway,

Not fitted Wireless

Cargo

Iron Ore

Insurance effected at

On Vessel

Northern Maritime Ins<sup>ce</sup> Co. Ltd.

On Cargo

Latest Account Sailed from Bilbao for  
Cardiff on the 30<sup>th</sup> August 1918, and left  
Brest on the 3<sup>rd</sup> September 1918.

**BOGSTAD.**—London, Sept. 16.—On a body washed ashore at Ilfracombe were papers bearing the name of Hilman S. Gullicksen, of the Norwegian steamer Bogstad, of Christiania. Another body wore a life-belt marked Bogstad.—*Daily Mail*. [Note.—The steamer Bogstad left Brest on Sept. 3 for Cardiff.]

—London, Sept. 16.—In reply to inquiry, Messrs. Furness, Withy & Co., Newcastle-upon-Tyne, telegraph to-day as follows: Regret no news of steamer Bogstad since leaving Brest on Sept 3 for Bristol Channel.

L.L. 1918

A letter from the Ministry of Shipping  
dated 23<sup>rd</sup> Oct<sup>r</sup> 1918, states: No  
information.

Crew 20 including Master, Officers, and — Apprentices

Number of Days out

Days

From leaving Brest to 30<sup>th</sup> Oct<sup>r</sup> 1918

57

On the Board

30<sup>th</sup> Oct<sup>r</sup> 1918

do

6<sup>th</sup> Nov<sup>r</sup> 1918

64

Posted Missing

6<sup>th</sup> Nov<sup>r</sup> 1918



*Wyre* of Fleetwood, Official No. 17204, Jones, Master  
(British Schooner)

— Tons gross

57 Tons Net

Date Built 1855

Whitehaven for Annagassan (Dundalk Bay, Ireland)

Application submitted

13<sup>th</sup> November 1918

REMARKS—

Member making Application

Mr. R. Todd

29.564/18

Interested as Agent for Currier

Owner

John T. Miller

Cargo

108 Tons Cumberland House Coal

Insurance effected at

Anchor Underwriters  
+ E. R. Evans + Co. Club,

On Vessel

Lloyds

On Cargo

Latest Account Sailed from Whitehaven  
for Annagassan (Dundalk Bay) on the  
4<sup>th</sup> September 1918

A letter from the Ministry of Shipping  
dated 5<sup>th</sup> Nov<sup>r</sup> 1918, states: no information

Crew 4 including Master, Officers, and — Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to 13<sup>th</sup> Nov<sup>r</sup> 1918

70

On the Board

13<sup>th</sup> Nov<sup>r</sup> 1918

— do — 20<sup>th</sup> Nov<sup>r</sup> 1918

77

Posted Missing

20<sup>th</sup> Nov<sup>r</sup> 1918



*Erindring* of London, Official No 157843, Laming, Master.  
(British Steamer)

1229 Tons gross

Date } 1901  
Built }

Santander for Glasgow

760 Tons Net

Application submitted

20<sup>th</sup> November 1918

Member making Application

Sir Ernest W. Glover

31/03/18

Interested as Director of Ship  
Management Branch of the  
Ministry of Shipping

Owner

The Shipping Controller  
London

Not fitted Wireless

Cargo

Iron Ore (1732 tons)

Insurance effected at

On Government a/c

On Vessel

On Cargo

Latest Account Sailed from Santander,  
for Glasgow on the 4<sup>th</sup> Oct<sup>r</sup> 1918

ERINDRING.—London, Oct. 30.—The following  
is an extract from letter dated Leith, Oct. 29:—  
It is to be feared that steamer Erindring has been  
lost by enemy action or stress of weather. This  
vessel left Santander on Oct. 5 for Glasgow, since  
when the managers have had no news of her.

L L  
7/10/18

Crew 23 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 20<sup>th</sup> Nov<sup>r</sup> 1918

47

Defer for 14 days

20<sup>th</sup> Nov<sup>r</sup> 1918— do — 4<sup>th</sup> Dec<sup>r</sup> 1918

61

On the Board

4<sup>th</sup> Dec<sup>r</sup> 1918— do — 11<sup>th</sup> Dec<sup>r</sup> 1918

68

Posted Missing

11<sup>th</sup> Dec<sup>r</sup> 1918



No. 3485

Cadorni of Kirkcaldy, Official No 131,869, Dotan, Master  
(British Ketch)

Tons gross

Date

Built

1898

Dysart (Fife) for Stornoway.

144 Tons Net

Application submitted

27<sup>th</sup> November 1918

REMARKS—

Member making Application

Mr. F. W. Clark

(Typer #8)

28922/18

Interested as Broker for Insurance of Hull.

Owner

James Methven

Cargo

Coal

Insurance effected at

Excess Insurance Co

On Vessel

On Cargo

Latest Account Sailed from Dysart (Fife)  
for Stornoway on the 7<sup>th</sup> August 1918

A letter from the Ministry of Shipping  
dated 20<sup>th</sup> Nov<sup>r</sup> 1918, States: "No  
information"

Crew 3 including Master, Officers, and — Apprentices

Number of Days out

Days

From Sailing to 27<sup>th</sup> Nov<sup>r</sup> 1918

112

On the Board

27<sup>th</sup> Nov<sup>r</sup> 1918— do — 4<sup>th</sup> Dec<sup>r</sup> 1918

119

Posted Missing

4<sup>th</sup> Dec<sup>r</sup> 1918

COMMITTEE'S DECISION—



*Apollo*  
(Danish Schooner)

of Thuro (Denmark), Wilde, Master

242 Tons gross

Date 1908  
Built

Liverpool for Cadiz

213 Tons Net

Application submitted

4<sup>th</sup> December 1918

Member making Application

Mr. F. W. Senior

(Holmwood & Holmwood L<sup>rs</sup>)

31/4/18

Interested as Broker for Insurance  
of Cargo

Owner

R. S. Hansen

Thuro

Denmark

Cargo

402 Tons Pitch

Insurance effected at

In Denmark

On Vessel

London

On Cargo

Latest Account Sailed from Liverpool for  
Cadiz on the 15<sup>th</sup> Feb 1918

APOLLO (s.v.).—London, June 4. — In reply to inquiry, Lloyd's Agent at Cadiz writes, under date of May 10, that the Danish schooner Apollo has not yet arrived at that port. [Note.—According to the latest information at Lloyd's, the Apollo left Liverpool on Feb. 15 for Cadiz.]

L.L. 7/18

APOLLO (s.v.).—London, Nov. 11.—In reply to inquiry, the owner of the schooner Apollo, Wilde, writes from Thuro under date of Oct. 22 that no news has been received since she left Liverpool on Feb. 15 for Cadiz, and he considers the vessel and crew must be lost.

L.L. 12/11

A Letter from the Ministry of Shipping  
dated 27<sup>th</sup> Nov<sup>r</sup> 1918, States: No information

Crew 7 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report

From Cadiz

21.11.18

280

— do —

29.11.18

288

From Sailing to 14<sup>th</sup> Dec 1918

293

— do — 11<sup>th</sup> Dec 1918

300

COMMITTEE'S DECISION—

On the Board

11<sup>th</sup> Dec 1918

Posted Missing

11<sup>th</sup> Dec 1918



No. 3487

*Keltier* of Antwerp, Leenaers, Master  
(Belgian Steamer)

Milford Haven for New York

2,360 Tons gross

Date Built 1913

1,816 Tons Net  
Application submitted18<sup>th</sup> December 1918

REMARKS—

Member making Application

Mr. A. D'Aubertmenil

33376/18

Interested as Broker for Insurance  
of Hull.

Owner

Loc. Anon. Lloyd Royal Belge  
101 Leadenhall St  
E.C.

Fitted Wireless

Cargo

In Ballast

Insurance effected at

London

On Vessel

On Cargo

Latest Account Sailed from Milford Haven  
for New York on the 29<sup>th</sup> Sept 1918, and left  
Convoy, on the 1<sup>st</sup> Oct. 1918 in lat. 46.16 N  
+ long 9.52 W.

Crew 37 including Master, Officers, and Apprentices

A Letter from the Ministry of Shipping  
dated 10<sup>th</sup> Dec. 1918. States: "No information"A Letter from the Admiralty dated 9<sup>th</sup> Jan 1919States, "Enemy Submarines were operating in the  
vicinity of the above position during the first half of  
October."

Number of Days out

Days

From leaving Convoy to last report }  
from New York }  
12.12.18

72

97

Defer for 28 days

18<sup>th</sup> Dec. 1918

On the Board

15<sup>th</sup> Jan 1919

From leaving Convoy to 18<sup>th</sup> Dec. 1918  
do 15<sup>th</sup> Jan 1919

78

106

Posted Missing

22<sup>nd</sup> Jan 1919

COMMITTEE'S DECISION—



*Janet*  
(British Schooner)

of Kirkwall, Official No 89021, Sinclair, Master

— Tons gross

Date 1883  
Built

Firth of Forth for Kirkwall

74 Tons Net

Application submitted

24<sup>th</sup> December 1918

REMARKS

Member making Application

M<sup>r</sup> H. Worsley  
(Willis Faber & G<sup>d</sup>)  
34266/18

Interested as Broker for Insurance  
of Hull.

Owner

Peter. L. Cooper  
Kirkwall  
(Lloyd's Agent)

Cargo

120 Tons Coal

Insurance effected at

Excess Insurance G<sup>d</sup>

On Vessel

Northern Marine Insurance  
G<sup>d</sup> On Cargo

Latest Account Sailed from the Firth of,  
Forth for Kirkwall on the 6<sup>th</sup> Nov<sup>r</sup> 1918

JANET (s.v.). — Kirkwall, Nov. 19. — Nothing  
has been heard of the schooner Janet since she left  
the Firth of Forth on Nov. 6 for this port, with coal,  
and it is feared that she has been lost with all hands.

A letter from the Ministry of Shipping  
dated 19<sup>th</sup> Dec<sup>r</sup> 1918, states: No information

Crew 5 including Master, Officers, and — Apprentices

Number of Days out

Days

From Sailing to the 24<sup>th</sup> Dec<sup>r</sup> 1918

48

Defer for 14 days

24<sup>th</sup> Dec<sup>r</sup> 1918

— do — 8<sup>th</sup> Jan<sup>y</sup> 1919

63

On the Board

8<sup>th</sup> Jan<sup>y</sup> 1919

— do — 15<sup>th</sup> Jan<sup>y</sup> 1919.

70

Posted Missing

15<sup>th</sup> Jan<sup>y</sup> 1919

COMMITTEE'S DECISION



No. 2479

# Bansei Maru No. 2

of Amagasaki, Nogutnhi, Master  
(Japanese Steamer)

1677 Tons gross

Date 1879  
Built

1038 Tons Net

Moji for Hongkong

about 1100 tons

Application submitted

8<sup>th</sup> January 1919

REMARKS—

Subscribers making Application

Plissow + Lysberg (Insurance) L<sup>r</sup> (S. 1879)

Ernest Plissow (sub)

570/19

Interested as Brokers for Insurance of Profits.

Owner

Tokio Kaiun Kabushiki Kaisha  
Tokio  
Japan

Not fitted Wireless

Cargo

1852 Tons Coal

Insurance effected at

London

On Vessel

on Profits

On Cargo

A reply from Lloyd's Agent at Yokohama  
by Cable dated 10<sup>th</sup> Feb<sup>r</sup> 1919, states: "Bansei Maru No. 2  
no news since 20<sup>th</sup> Oct<sup>r</sup> 1918"

Latest Account Sailed from Moji for  
Hongkong, on the 20<sup>th</sup> Oct<sup>r</sup> 1918

Crew 38 including Master, Officers, and Apprentices

BANSEI MARU No. 2.—London, Nov. 8.—Following cable has been received from Tokio, dated apparently Nov. 5: Tokiokauns steamer Bansei Maru No. 2 left Moji on Oct. 20 and due Hong Kong Oct. 27. Vessel considerably overdue.

L.L. 9/11/18

TAIPEH (NORTH FORMOSA), Nov. 20.

During Oct. 20 to 26 Formosa was visited by a typhoon which, while resulting in no serious injury to those on shore, was the cause of damage to two steamers, the *Kashima Maru* and the *Nichiyo Maru*, bound for the island.

The *Kashima Maru* was on a voyage from Christmas Island to Osaka, calling at Keelung for bunker coal, with a full cargo of phosphate in bulk. The chief officer was washed overboard during the storm, and the officers' mess-room, situated on the upper deck, and the saloon, under the poop, were completely destroyed. This vessel put into Takow for temporary repairs, and after bunkering there instead of at Keelung, left for Japan, a thorough examination disclosing no damage to the hull.

The *Nichiyo Maru*, from Sourabaya and Samarang with a full cargo of Java sugar for Takow, had the forward hatch burst in by the heavy seas, in addition to other damage not of a very serious nature.

L.L. 7/1/19

Number of Days out

Days

From Sailing to last report from  
Hongkong. 2.12.18.

do — 9.1.19.  
do — 27.1.19.  
do — 7.2.19.

From Sailing to 8<sup>th</sup> Jan<sup>r</sup> 1919 70  
do — 22<sup>nd</sup> Jan<sup>r</sup> 1919 84

The Lloyd's mark is a body incorporated under the Lloyd's Act 1871, and is used with  
do — 5<sup>th</sup> Feb<sup>r</sup> 1919 98  
do — 19<sup>th</sup> Feb<sup>r</sup> 1919 112  
do — 26<sup>th</sup> Feb<sup>r</sup> 1919 119

COMMITTEE'S DECISION—

Defer for 14 days

8<sup>th</sup> Jan<sup>r</sup> 1919

Defer for further 14 days

22<sup>nd</sup> Jan<sup>r</sup> 1919

Defer for further 14 days

5<sup>th</sup> Feb<sup>r</sup> 1919

On the Board

19<sup>th</sup> Feb<sup>r</sup> 1919

Defer for 14 days

26<sup>th</sup> Feb<sup>r</sup> 1919

Defer for 14 days



*Heathpark* of Greenock, Official No 137050, Jones, Master  
(British Steamer)

2205 Tons gross

Date Built 1917

Bilbao for Maryport

1361 Tons Net

Application submitted

8<sup>th</sup> January 1919

REMARKS—

Subscriber making Application

Mr E. J. Newmay  
(Dawson Bros)

31197/2

Interested as Broker for Insurance of Hull.

Owner

J & J Denholm L<sup>d</sup>  
Greenock

Not fitted Wireless

Cargo

Iron Ore

Insurance effected at

Lloyds & Companies

On Vessel

On Cargo

Latest Account Sailed from Bilbao for Maryport on the 5<sup>th</sup> Oct. 1918.

HEATHPARK.—London, Oct. 30.—The brokers have been notified by the owners that the steamer Heathpark, which left Bilbao on Oct. 5 for Maryport has not yet arrived and fears are entertained for her safety.

L.L. 31/10/18

HEATHPARK.—London, Nov. 14.—No news has been received of the steamer Heathpark since she left Bilbao on Oct. 5 for Maryport, with a cargo of ore. According to advices received by the owners from the Admiralty, the body of the master has been picked up at sea and taken into Bilbao.

L.L. 16/11/18

A Letter from the Ministry of Shipping dated 19<sup>th</sup> Nov<sup>r</sup> states: No information

Crew 24 including Master, Officers, and 2 Apprentices

Number of Days out

Days

From Sailing to 8<sup>th</sup> Jan<sup>y</sup> 1919.

95

On the Board

8<sup>th</sup> Jan<sup>y</sup> 1919

— do — 15<sup>th</sup> Jan<sup>y</sup> 1919

102

Posted Missing

15<sup>th</sup> Jan<sup>y</sup> 1919

COMMITTEE'S DECISION—



No. 3491

*Uranus* of Riga, Kollama, Master  
(Russian Brigantine)

350 Tons gross

298 Tons Net

Date Built 1892

Oporto for Bristol

Application submitted

8<sup>th</sup> January 1919.

REMARKS—

Subscribers making Application

Bray Gibb &amp; Co. Ltd.

36009/18

Interested as Brokers to Owner's Agents.

Owners

Markson &amp; Grant, Riga.

Owner's Agents - Austin &amp; Silcocks, Swansea

Cargo

Wine

Insurance effected at

Maritime Insurance Co. Ltd.  
Liverpool

On Vessel

On Cargo

Latest Account Sailed from Oporto for  
Bristol on the 20<sup>th</sup> Sept. 1918.

Crew

including Master, Officers, and

Apprentices

A letter from the Ministry of Shipping  
dated 31<sup>st</sup> Dec. 1918. States: No information.

Number of Days out

Days

From Sailing to 8<sup>th</sup> Jan 1919.

110

On the Board

8<sup>th</sup> Jan 1919— do — 15<sup>th</sup> Jan 1919.

117

Posted Missing

15<sup>th</sup> Jan 1919

COMMITTEE'S DECISION—



*Isabella**(British Schooner)*

— Tons gross

95 Tons Net

Date *1873*  
Built

of Wick. official No 63067, Mackenzie, Master

Sunderland for Stromness (Orkneys)

Application submitted

15<sup>th</sup> January 1919

Subscribers making Application

The Maritime Insurance Co. Ltd.

Liverpool 36,750/18

Interested as Underwriters on  
Hull & Cargo.

Owner

John Mackenzie (also Master)  
Scraper,  
by Thurso

Cargo

150 Tons Coal.

Maritime Insurance Co. Ltd.

On Vessel

Maritime Insurance Co. Ltd.

On Cargo

Latest Account Sailed from Sunderland  
for Stromness (Orkneys) on the 28<sup>th</sup> Oct.  
1918, and last seen in Sinclair Bay.  
(Wick) on the 1<sup>st</sup> Nov<sup>r</sup> 1918

ISABELLA (s.v.). — Wick, Nov. 5. — It is feared that the schooner Isabella, of Wick, foundered with all hands in the Pentland Firth on Nov. 2 during a heavy south-easterly gale, while on the voyage to Thurso, with coal. The vessel, which was sheltering in Keiss Bay on Nov. 1, left the same night for her destination. The body of one of the crew has been washed ashore.

ISABELLA (s.v.). — London, Nov. 7. — It is feared that the schooner Isabella, of Wick, foundered with all hands on Nov. 2 during a heavy south-easterly gale. The body of one of the crew has been washed ashore.

Crew 4 including Master, Officers, and Apprentices

A letter from the Ministry of Shipping dated 6<sup>th</sup> Jan<sup>y</sup> 1919, states: "No information."

Number of Days out

Days

From last seen to 15<sup>th</sup> Jan<sup>y</sup> 1919

76

do 25<sup>th</sup> Jan<sup>y</sup> 1919

83

COMMITTEE'S DECISION—

On the Board

15<sup>th</sup> Jan<sup>y</sup> 1919

Posted Missing

22<sup>nd</sup> Jan<sup>y</sup> 1919



No. 3493

Verna M Lohnes

of La Have, N.S. Official No 138647, Lohnes, Master

(British Schooner)

140 Tons gross

Date Built 1918

Halifax (N.S.) for Antigua

99 Tons Net

Application submitted

29<sup>th</sup> January 1919

Subscriber making Application

Mr W. J. Barker

2396/19

Interested as Broker for Insurance of Cargo.

Owner

A. V. Conrad  
Lunenburg (N.S.)

Cargo

Lumber

Insurance effected at

La Have (N.S.)

On Vessel

Lloyds &amp; Companies

On Cargo

Lloyds

on War Risk

Latest Account Sailed from Halifax (N.S.) for Antigua on the 9<sup>th</sup> Sept. 1918

INDUSTRIAL (s.v.). — Bilbao, Oct. 27. — Six men, whole of crew of schooner Industrial, of Lunenburg (Nova Scotia), from Turk's Island for La Have, landed here by Spanish steamer Claudio to-day. Schooner Industrial was sunk by bombs from submarine on Oct. 4, in lat. 37 57 N., long. 66 41 W. Crew were 26 hours in boat; saved papers; are all well.

L.L. 30/9/18

Crew 8 including Master, Officers, and Apprentices

A letter from the Ministry of Shipping dated 25<sup>th</sup> Jan 1919, states: "No information"

Number of Days out

Days

From Sailing, to last report from  
Antigua

— do —

28.11.18  
30.11.19

80

On

From Sailing to 29<sup>th</sup> Jan 1919

142

— do —

5<sup>th</sup> Feb 1919

149

COMMITTEE'S DECISION—

On the Board

29<sup>th</sup> Jan 1919

Posted Missing

5<sup>th</sup> Feb 1919



Wagama of Christiania

(Norwegian Steamer)

4,969 Tons gross

2,609 Tons Net

Date 1913  
BuiltWabana (N.F.) for Sydney (C.B.)  
(on coasting way)

Application submitted

29<sup>th</sup> January 1919

REMARKS—

Subscriber making Application

Mr. G. Sutherland

(H. Clarkson &amp; Co.)

3725/19

Interested as Agent for Owners

Owner

Christian Haaland  
Haugesund  
Norway,

Not fitted Wireless

Cargo

Ore

Insurance effected at

Norway

On Vessel

On Cargo

Latest Account

Sailed from Wabana (N.F.)  
for Sydney (C.B.) on the 12<sup>th</sup> Nov. 1918

WAGAMA—Sydney (C.B.), Nov. 26.—Steamer Wagama, Belle Isle for Sydney, ore laden, is considered lost in the storm of Nov. 14.

London, Nov. 27.—The following cable has been received from New York:—Nova Scotia Steel Company advise steamer Wagama left Wabana at midnight on Nov. 12 bound to Sydney (C.B.). Hurricane raged in Gulf St. Lawrence from Nov. 13 to 16. Vessel not yet arrived; fear total loss.

L.L. 28/1/19

Crew 33 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report from }  
Sydney (C.B.) }

60

From Sailing to 29<sup>th</sup> Jan 1919  
do 5<sup>th</sup> Feb 191978  
85

COMMITTEE'S DECISION—

On the Board

29<sup>th</sup> Jan 1919

Posted Missing

5<sup>th</sup> Feb 1919



No. 349

*Gitano*  
(British Steamer)

of Hull, official No 133,428. Decent, master

1687 Tons gross

1013 Tons Net

Date  
Built 1913

Hull for Gothenburg.

Application submitted

5<sup>th</sup> February 1919.

REMARKS—

Member making Application

Mr. E. K. Wilson

(United Shipping Co. Ltd.)

3486/19

Interested as Broker for Insurance  
of Hull.

Owner

Ellerman's Wilson Line Ltd.  
Hull

Fitted Wireless

Cargo

1429 Tons Coal

53 " General + 5 tons Mails

Insurance effected at

Lloyds &amp; Co

On Vessel

Lloyds &amp; Co

On Cargo

Latest Account Sailed from Hull for  
Gothenburg on the 20<sup>th</sup> Decr 1918 & passed  
Flamboro' Head the same day.GITANO.—London, Jan. 4.—No news has been  
received by the Ellerman-Wilson Line, Hull, of the  
overdue steamer Gitano, bound for Copenhagen with  
coal. The vessel carried a crew of 28 officers and  
men, including two wireless operators and three  
gunners.

L.H. 6/1/19

GITANO.—Christianssand, Jan. 9.—Newspapers  
report wreckage marked "Wilson Line" and an  
oar marked "Gitano" drifted ashore near Tvede-  
strand. Making inquiries; wiring later.—Lloyd's  
Agents.

L.H. 11/1/19

Crew 28 including Master, Officers, and 2. Apprentices

A letter from the Ministry of Shipping dated  
28<sup>th</sup> Janr 1919. States "No information since  
passing Flamboro' Head"

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to last report from  
Gothenburg  
26.1.19

37

On the Board

5<sup>th</sup> Feb 1919

Posted Missing

12<sup>th</sup> Feb 1919From Sailing to 5<sup>th</sup> Feb 1919  
— do — 12<sup>th</sup> Feb 1919

47

54

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with  
Lloyd's consent.



No. 3796

Adventure

(Russian Steamer)

of Archangel, Didenko, Master

1761 Tons gross

Date Built 1906

Tyne for Murmansk  
(North Russia)

826 Tons Net

Application submitted

5<sup>th</sup> February 1919

Member making Application

Sir E. W. Glover

4/279/19

Interested as Director of the  
Ship Management Branch of  
the Ministry of Shipping.

Owner

The Russian Government  
+ Controlled by the Ministry  
of Shipping.

Fitted Wireless

Cargo

1248 Tons Admiralty  
+ War Office StoresAdmiralty state that the Vessel  
has been called up by wireless from  
Lerwick & Murmansk since  
Jan 4<sup>th</sup> without result.

Insurance effected at

British Government Risk

On Vessel

British Government Risk

On Cargo

Latest Account Sailed from the Tyne  
for Murmansk (North Russia) on the  
24<sup>th</sup> Dec<sup>r</sup> 1918

Crew 39 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report from  
Murmansk 1.2.19 }

39

COMMITTEE'S DECISION—

Defer for 14 days

5<sup>th</sup> Feb<sup>y</sup> 1919

Defer for 28 days

19<sup>th</sup> Feb<sup>y</sup> 1919

On the Board

19<sup>th</sup> Mch 1919

Posted Missing

26<sup>th</sup> Mch 1919From Sailing to 5<sup>th</sup> Feb<sup>y</sup> 1919

43

— do — 19<sup>th</sup> Feb<sup>y</sup> 1919

57

— do — 19<sup>th</sup> Mch 1919

85

— do — 26<sup>th</sup> Mch 1919

95

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with  
Lloyd's consent.



No. 3

*Calista* of Glasgow, Official No 115,671. Corkill, Master  
(British Steamer)

229 Tons gross

121 Tons Net

Date Built 1902

Preston for Dublin

Application submitted

12<sup>th</sup> February 1919

REMARKS—

Subscribers making Application

Robert Gardner Mountain & Co<sup>l</sup>  
3036/19Interested as Brokers for the Insurance  
of Hull.

Owner

The Preston Steam Nav. Co<sup>l</sup>  
London

Not fitted Wireless

Cargo

137 tons Coal & Woodpulp  
(Including 75 tons Coal & 62½ tons dry Woodpulp)

Insurance effected at

Lloyd's

On Vessel

Lloyd's &amp; Companies

On Cargo

Latest Account Sailed from Preston for  
Dublin on the 6<sup>th</sup> Jan<sup>y</sup> 1919, and was  
off Point of Ayre (Isle of Man) on the 10<sup>th</sup>  
Jan<sup>y</sup> 1919.

Crew 9 including Master, Officers, and Apprentices

Number of Days out

Days

From last seen to 12<sup>th</sup> Feb<sup>y</sup> 1919

33

On the Board

do — 19<sup>th</sup> Feb<sup>y</sup> 1919

41

Posted Missing

19<sup>th</sup> Feb<sup>y</sup> 1919

COMMITTEE'S DECISION—

**CALISTA.**—London, Jan. 17.—The owners state that the steamer Calista left Preston at midnight on Jan. 6 bound to Dublin, and has not yet been reported arrived. It is reported that she was seen off Point of Air (Isle of Man) on Jan. 7, and again on Jan. 10, but details are lacking.

L.L. 18/1/19

**CALISTA.**—Point of Ayre, Jan. 17.—Steamer, supposed Calista, left Ballaghennie Bay on the morning of Jan. 10 at daylight, bound east. [See Lloyd's List of Jan. 18.]

L.L. 20/1/19

**CALISTA.**—Douglas (I.O.M.), Jan. 17.—The converted yacht Calista, which left Preston on Jan. 6 for Dublin, was seen by the coastguards at Port Cranstal, Ramsey Bay, on Jan. 7. A small boat to carry 13 persons having "52, 1917" cut in the gunwale, came ashore at Langness Lighthouse on Jan. 10 and a body at Poo-vash yesterday. The boat when found had a broken mast and a reef in the lug sail. Some days ago the minesweepers were looking for a mine off Langness. On Jan. 7, 8 and 9 bad weather prevailed here. [See under Overdue Vessels in Lloyd's List on Jan. 20.]

L.L. 21/1/19

**CALISTA.**—London, Jan. 21.—The lifeboat which came ashore at Langness Lighthouse on Jan. 10 has been identified as belonging to the steamer Calista.

L.L. 22/1/19

A letter from the Ministry of Shipping dated 3<sup>rd</sup> Feb<sup>y</sup> 1919, states: No information.



Westgate

(British Steamer)

of London, official No 101,984, Hunter, Master.

2773 Tons gross

1787 Tons Net

Date } 1893  
Built }

Barry for Malta

Application submitted

12<sup>th</sup> February 1919

Member making Application

Mr W. H. Dixon

(Harris & Dixon L<sup>td</sup>)

3981/19

Interested as Broker for Insurance  
of Hull

Owner

The Turnbull Scott Shipping Co L<sup>td</sup>  
London

Fitted Wireless

Cargo

Coal (On Government Service)

Insurance effected at

Lloyds, Companies  
& Whitby Clubs

On Vessel

On Cargo

Latest Account Sailed from Barry for  
Malta on the 7<sup>th</sup> Jan<sup>y</sup> 1919, and on  
the 8<sup>th</sup> Jan<sup>y</sup> the S.S. "Clapham" received  
a Wireless message: "S.O.S. 2 miles off  
Wolfe, Westgate" collided

Crew 29 including Master, Officers, and Apprentices

A letter from the Ministry of Shipping  
dated 1<sup>st</sup> Feb<sup>y</sup> 1919 states: No information

Number of Days out

Days

From Sailing to last report {  
from Malta }

do — 12.2.19

do — 20.2.19

From Sailing to 12<sup>th</sup> Feb 1919do — 19<sup>th</sup> Feb 1919do — 26<sup>th</sup> Feb 1919

28

36

44

36

43

50

COMMITTEE'S DECISION—

Defer for 7 days

12<sup>th</sup> Feb<sup>y</sup> 1919

On the Board

19<sup>th</sup> Feb<sup>y</sup> 1919

Posted Missing

26<sup>th</sup> Feb<sup>y</sup> 1919

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act (1871), and is used with  
Lloyd's consent.

WESTGATE.—Penzance, Jan. 9.—Coastguard re-  
ports steamer Westgate in collision with another  
steamer near Wolfe, last night off Wolf Rock.

L.L.  
10/1/19

L.L. 11/1/19



No. 3499

*Gleaner* of Runcorn, Official No 83507. Rickard, Master  
(British Schooner)

117 Tons gross

Date Built 1883

90 Tons Net

Runcorn for St Valery en Caux

Application submitted

12<sup>th</sup> February 1919.

REMARKS—

Member making Application

Mr. J. S. Irwin  
(L. Hammond & Co.)

2864/19

Interested as Broker for Insurance  
of Cargo.

Owner

Cornish Traders Ltd  
Falmouth

Cargo

179 tons 14 cwt Coal

Insurance effected at

Lloyds' (Anchor Underwriters)

On Vessel

Excess Insurance Co. Ltd.

On Cargo

Latest Account Sailed from Runcorn for  
St Valery en Caux on the 5<sup>th</sup> Nov<sup>r</sup> 1918, and  
was in company of the Schr "Snowflake"  
until the 8<sup>th</sup> Nov<sup>r</sup> 1918

GLEANER (s.v.).—Falmouth, Jan. 11.—Schooner  
Gleaner, which left Runcorn on Nov. 5 for St. Valery-  
en-Caux, cargo coal, is now considered to have been  
lost with all hands, on or about Nov. 8. The Cus-  
toms authorities at Liverpool have reported that a  
ship's boat marked "Gleaner, Runcorn," had been  
picked up by fishermen.

Crew 7 including Master, Officers, and — Apprentices

A letter from the Ministry of Shipping,  
dated 7<sup>th</sup> Feb<sup>y</sup> 1919. States: No information

Number of Days out

Days

From last seen to last report

From St Valery en Caux

Havre 31/1/19

1919

83

98

On the Board

12<sup>th</sup> Feb<sup>y</sup> 1919

Posted Missing

19<sup>th</sup> Feb<sup>y</sup> 1919From last seen to 12<sup>th</sup> Feb<sup>y</sup> 1919

96

do 19<sup>th</sup> Feb<sup>y</sup> 1919

102

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with  
Lloyd's consent.



Aldebaran of Helsingborg,

(Swedish Steamer)

1,051 Tons gross

Date Built 1883

Marbella for Ayr  
(Spain)

999 Tons Net

Application submitted

26<sup>th</sup> February 1919

REMARKS—

Subscriber making Application

Mr G. Sutherland  
(H. Clarkson & Co)

Interested as Agent for Owners

Owner

Rederiaktiebolaget "Astrea"  
C A Banck & Co (Managers)  
Helsingborg

Not fitted Wireless

Cargo

Ore

Insurance effected at

Sweden

On Vessel

On Cargo

Latest Account Sailed from Marbella  
(Spain) for Ayr on the 3<sup>rd</sup> Sept 1918 and  
passed Berry Head (Brixham) on the  
30<sup>th</sup> Sept 1918

ALDEBARAN.—Stockholm, Oct. 20.—Reports from Malmo state that it is feared that the Swedish steamer Aldebaran, from Spain to England, has been lost together with the crew of twenty.—Reuter.

L.L. 2/10/18

ALDEBARAN. — Helsingborg, Oct. 20. — The fears that the Swedish steamer Aldebaran had met with an accident are confirmed by the finding of the ship's papers N.W. of Land's End.—Neue Hamburgische Borsen Halle. [See Lloyd's List of Oct. 21 under "Overdue Vessel."]

L.L. 2/10/18

Crew 19 including Master, Officers, and Apprentices

A letter from the Ministry of Shipping dated 7<sup>th</sup> Feb 1919, states: No information.

Number of Days out

Days

COMMITTEE'S DECISION

From Passing Berry Head to 26<sup>th</sup> Feb 1919.

149

On the Board

26<sup>th</sup> Feb 1919

do

5<sup>th</sup> Mch 1919

156

Posted Missing

5<sup>th</sup> Mch 1919



No. 3501

*Ribbleton**(British Steamer)*

320 Tons gross

116 Tons Net

Date Built 1887

Kilkeel for Cardiff  
(Co. Down)

Application submitted

19<sup>th</sup> March 1919

REMARKS—

Member making Application

Mr. P. D'Aubrumenil

9.524/19

Interested as Broker for Insurance

Owner

Joseph Gale  
Preston

Not fitted Moulds

Cargo

230 Tons Potatoes in Bags

Insurance effected at

Lloyds &amp; Companies

On Vessel

Government Property

On Cargo

Latest Account

Sailed from Kilkeel for  
Cardiff on the 8<sup>th</sup> January 1919

**RIBBLETON.**—London, Jan. 24.—In reply to inquiry the owners of the steamer Ribbleton write from Preston, under date of Jan. 23, that the steamer left Kilkeel on the afternoon of Jan. 8 for Cardiff, with potatoes, since which date they have had no news of her. The body of one of the crew was washed ashore at Castletown (I.O.M.) on Jan. 16.

Crew 9 including Master, Officers, and Apprentices

A letter from the Ministry of Shipping dated 11<sup>th</sup> Mch 1919, states: No information

Number of Days out

Days

COMMITTEE'S DECISION

From Sailing to 19<sup>th</sup> Mch 1919

70 On the Board

19<sup>th</sup> Mch 1919do — 26<sup>th</sup> Mch 1919

77 Posted Missing

26<sup>th</sup> Mch 1919



No. 3502

Motala Ström of Norrköping, going, Master

(Swedish Steamer)

1356 Tons gross

Date Built 1883

777 Tons Net

Bergen for Rouen

Application submitted

19<sup>th</sup> March 1919

REMARKS—

Member making Application

Mr. A. Burns  
(C.E. Heath & Co. Ltd.)

6.6.93/19

Interested as Broker for Insurance  
of part Cargo.

Owner

Rederi Aktiebolaget "Motala Ström"

Norrköping,  
Sweden

Not fitted: Warlike

Cargo

Wood Pulp

Insurance effected at

Swedish Companies

On Vessel

Lloyd's

On Cargo

Latest Account Sailed from Bergen for  
Rouen on the 31<sup>st</sup> Oct<sup>r</sup> 1918, and last seen  
on the 2<sup>nd</sup> Nov<sup>r</sup> 1918 by the Master of the  
S.S. "Thyra" about 180 miles off the Norwegian  
Coast.

**MOTALA STROM.**—London, Dec. 17.—In reply  
to inquiry, Lloyd's agent at Havre writes under  
date of Dec. 5 that the Swedish steamer  
Motala Ström, which left Gothenburg on Oct. 25 and  
Bergen on Oct. 31 for Rouen, has not yet been  
signalled or reported in Havre roads.

**MOTALA STROM.**—Malmö, Dec. 6.—Steamer  
Motala Ström, which left Gothenburg for France,  
via Bergen, where she joined a convoy, became  
separated from the convoy during heavy weather  
and nothing has since been heard of her.—Zee-Post.

Crew 18 including Master, Officers, and Apprentices

A letter from the Ministry of Shipping dated  
11<sup>th</sup> March 1919, states: No information.

Number of Days out

Days

From last seen to last report }  
From Rouen }  
15.3.19

133

COMMITTEE'S DECISION

On the Board

19<sup>th</sup> Mch 1919

Posted Missing

26<sup>th</sup> Mch 1919From last seen to 19<sup>th</sup> Mch 1919.

137

do — 26<sup>th</sup> Mch 1919

144



*Marten*  
(British motor vessel)

of Duncom, Official No 67167. J. B. Jones, Master

Tons gross

Date  
Built

1878 The Downs for Morlaix

48 Tons Net

Application submitted

19<sup>th</sup> March 1919

REMARKS—

Subscribers making Application

Plisson & Lyberg (Insurance) Ltd  
W. A. B. Craggs 7/017/19

Interested as Brokers for Insurance  
of Cargo.

Owner

J. B. Jones (also Master)  
Jersey

Cargo

105 Tons Manure

Insurance effected at

E. R. Evans & Co

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from the Downs  
for Morlaix on the 21<sup>st</sup> Dec<sup>r</sup> 1918

Crew

3 including Master, Officers, and Apprentices

A letter from the Ministry of Shipping dated  
11<sup>th</sup> Mch 1919. States: No information

Number of Days out

Days

From Sailing to last report }  
from Morlaix }

COMMITTEE'S DECISION—

On the Board

19<sup>th</sup> Mch 1919

Posted Missing

26<sup>th</sup> Mch 1919

From Sailing to 19<sup>th</sup> Mch 1919  
do 26<sup>th</sup> Mch 1919

88

96



No. 3504

*Ivanhoe*  
(British Motor Fishing Vessel)

of Lowestoft, Official No 124433, Tucker, Master

— Tons Gross

Date Built 1907

46 Tons Net

Padstow, for Fishing Grounds  
in Padstow Bay

Application submitted

19<sup>th</sup> March 1919

REMARKS—

Member making Application

Mr. E. L. Holman

1943/19

Interested as Broker for insurance  
of Hull.

Owner

Wm. J. Williams

Cargo

Insurance effected at

Lloyd's  
+ Cornish Fishing Vessels  
Insurance Society Ltd.

On Vessel

On Cargo

Latest Account Tailed from Padstow,  
for Fishing Grounds in Padstow Bay,  
on the 8<sup>th</sup> Jan 1919  
and last run by the Smack "Hepatica"  
the next day.

Crew 6 including Master, Officers, and Apprentices

A letter from the Ministry of Shipping  
11<sup>th</sup> Nov 1919, states: No information

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to 19<sup>th</sup> Mch 1919.

69 On the Board

19<sup>th</sup> Mch 1919

— do — 26<sup>th</sup> Mch 1919

76 Posted Missing

26<sup>th</sup> Mch 1919



No. 3505

Sweetheart Abbey

(British Schooner)

of Dunfries Official No 20,511. Harries, Master

Tons gross

Date Built 1850

Shanraer for Campbelltown

27 Tons Net

Application submitted

19<sup>th</sup> March 1919

REMARKS-

Member making Application.

Mr. R. E. Morrison  
(Dyer & Co)

9/6/19

Interested as Broker for Insurance  
of Hull.

Owner

John Hyland  
Garston  
Liverpool

Cargo

Coal

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account Sailed from Shanraer  
for Campbelltown on the 4<sup>th</sup> Jan 1919

Crew

including Master, Officers, and

Apprentices

A letter from the Ministry of Shipping,  
dated 16<sup>th</sup> Mch 1919, States: No information.

Number of Days out

Days

COMMITTEE'S DECISION

From Sailing to 19<sup>th</sup> Mch 1919

74 On the Board

19<sup>th</sup> Mch 1919do 26<sup>th</sup> Mch 1919

81 Posted Missing

26<sup>th</sup> Mch 1919



*Joseph Davis*  
(British Steamer)

2,243 Tons gross

1,340 Tons Net

Date } 1890  
Built }

Cardiff for Gibraltar

Application submitted

26<sup>th</sup> March 1919

Subscribers making Application

Anderson Green & Co L<sup>td</sup>

10802/19

Owner

James Westoll  
Sunderland

Cargo

Coal (Admiralty Property)

Insurance effected at

Lloyd's & Companies

On Vessel

On Cargo

Latest Account Sailed from Cardiff for Gibraltar on the 7<sup>th</sup> Feb 1919, and a wireless message was received on the 10<sup>th</sup> Feb by the S.S. "Carisbrook Castle" that she was in a sinking 25 miles N.W. of Ushant.

Crew 27 including Master, Officers, and / Apprentices

Number of Days out

From last heard of to last report }  
From Gibraltar }  
24.3.19

Days

42

From last heard of to 26<sup>th</sup> Mch 1919  
— do — 2<sup>nd</sup> April 1919.

51

REMARKS—

Interested as Brokers for Insurance of Hull.

CAPELHALL. — London, Feb. 20. — Steamer Capelhall, of London, Huelva for Dublin, no cargo, sustained considerable deck damage and had engines and steering gear strained during a gale between Feb. 7 and 9, 130 miles N.E. of Cape Finisterre.

ETHELWYNNE. — Brest, Feb. 13. — British steamer Ethelwynne, Cardiff for Malta, put into Brest with damage to steering gear.

DUNAREA. — Southampton, Feb. 12. — The master of the steamer Carisbrook Castle reports the following signal received by wireless telegraphy at 5.6 a.m. on Feb. 10 regarding an S.O.S. call made by the steamer Dunarea on Feb. 9:—"Q.E.C.D." cannot locate ship in distress; am in vicinity of S.O.S. as given last.

TROMP (s.v.). — Penzance, Feb. 13. — Dutch schooner Tromp, Wetterden, Bordeaux for Rotterdam, arrived here to-day with sundry deck damage and making water.

KWARRA. — London, Feb. 12. — Following telegram received from Owners' Agents at Penzance dated Feb. 12: Just received following wireless from Kwarra via steamer Oshkosh and Valentia: Experienced terrible weather, ship drifted over 245 miles, steering chains carried away, hand gear carried away completely; managed to repair steering gear therefore proceeding half speed, position 49 29 N., "30 50" W., course N. 5 E. 2, message ends. We think longitude as given cannot be correct. Have wireless Kwarra keep us advised concerning progress.

London, Feb. 12. — The following reply has been received from the master of the steamer Kwarra via Alcinous in reply to Radio sent this morning: Land's End, Feb. 12, 12.10 p.m. Kwarra: Hand steering completely gone from rudder head, boats gone; steering chains repaired and proceeding under steam gear at full speed; making about 6 knots under weather conditions. Position uncertain. Will report progress.

JOSEPH DAVIS. — Southampton, Feb. 12. — The following signal was received by wireless on board the steamer Carisbrook Castle during her passage from Gibraltar to Southampton:—Feb. 10, Brest to O.Q. (call to all stations) S.O.S. from K.E.R. (Joseph Davis) sinking condition 25 miles N.W. Ushant.

A letter from the Ministry of Shipping dated 20<sup>th</sup> Mch 1919. States: "No further information"

COMMITTEE'S DECISION—

On the Board

26<sup>th</sup> Mch 1919

Posted Missing

2<sup>nd</sup> April 1919



No. 3507

*Mohawk* of New York, Toole, Master

(American Schooner)

1414 Tons gross

1245 Tons Net

Date { 1883  
Built {  
(Wood)Perth Amboy for Gulfport  
(New Jersey) (Miss)

Application submitted

9<sup>th</sup> April 1919

REMARKS—

Member making Application

Mr. R. H. Lindley,  
(James Hartley Cooper & Co. L<sup>td</sup>)

11/7/19

Interested as Broker for Insurance  
of Hull.

Owner

Freighters' Ship Construction Co  
New York

Cargo

In ballast

Insurance effected at

London

On Vessel

On Cargo

Latest Account

Sailed from Perth Amboy,  
(New Jersey) for Gulfport (Miss.) on the  
12<sup>th</sup> Nov<sup>r</sup> 1918

Crew 11 including Master, Officers, and Apprentices

A letter from the Ministry of Shipping  
dated 14<sup>th</sup> April 1919, States: No further  
information

Number of Days out

Days

From Sailing to last report {  
From Gulfport {  
13.3.19.

121

COMMITTEE'S DECISION—

On the Board

9<sup>th</sup> April 1919

Posted Missing

16<sup>th</sup> April 1919From Sailing to 9<sup>th</sup> April 1919  
do. 16<sup>th</sup> April 1919

148

155

The Lloyd's mail is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with  
Lloyd's consent.



*Syrie* of Antwerp, Robyns, Master  
(Belgian Steamer)

2,902 Tons gross

Date Built 1893

New York for Rotterdam

1,833 Tons Net

Application submitted

28<sup>th</sup> May 1919

Member making Application

W. A. D'Ambrunier

Owner

C<sup>ie</sup> Nationale Belge de Transports  
Maritimes  
Antwerp

Cargo

General

Insurance effected at

Lloyd's  
Belgian Governmentfor Marine  
On Vessel  
for War Risk

On Cargo

Latest Account Tailed from New York for  
Rotterdam on the 25<sup>th</sup> Dec<sup>r</sup> 1918

Crew 34 including Master, Officers, and 21 Apprentices

Number of Days out

Days

From Sailing, to last report from

Rotterdam

— do —

24/5/19  
31/5/19

150

157

From Sailing, to 28<sup>th</sup> May 1919

— do —

4<sup>th</sup> June 1919

154

161

REMARKS—

Interested as Broker for Insurance  
of Hull.

Not fitted Wireless

SYRIE.—New York, Feb. 21.—Belgian steamer  
Syrie, which left New York on Dec. 25 for Rotterdam,  
struck a mine and sank. There was only one sur-  
vivor.—New York Journal of Commerce.

SYRIE.—London, March 21.—With reference to  
the report which appeared in the New York Journal  
of Commerce of Feb. 21, stating that the Belgian  
steamer Syrie had struck a mine and sunk, and that  
there was only one survivor, the owners of the  
steamer Syrie write from Antwerp, under date of  
March 15, that they have had no news whatever  
about the man in question, and all investigations  
made by the Belgian Consul in New York and by  
their different captains passing in that port have  
had no result. [See Lloyd's List of March 11.]

L.L. 11/3/19

L.L. 22/3/19

A letter from the Ministry of Shipping  
dated 20<sup>th</sup> May 1919, states: No information.

COMMITTEE'S DECISION—

On the Board

28<sup>th</sup> May 1919

Posted Missing

4<sup>th</sup> June 1919



No. 3509

*Itatiba* of Rio de Janeiro  
(Brazilian Steamer)

812 Tons gross

574 Tons Net

Date Built 1890

Pernambuco for Porto Alegre

Application submitted

4<sup>th</sup> June 1919

Member making Application

Mr. D. L. Poole

20247/19

Owner

Cia Nacional de Nav. Costeira  
Rio de Janeiro

Cargo

Insurance effected at

Lloyd's &amp; Companies

On Vessel

On Cargo

Latest Account Sailed from Pernambuco  
for Porto Alegre on the 14<sup>th</sup> April 1919, and  
was last seen off Sao Thome Cape on the  
18<sup>th</sup> April 1919

Crew

including Master, Officers, and

Apprentices

Number of Days out

Days

From last seen to last report }  
From Porto Alegre }  
7.6.19

50

From last seen to 4<sup>th</sup> June 1919

47

— do — 11<sup>th</sup> June 1919

54

— do — 18<sup>th</sup> June 1919

61

The Lloyd's marks owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with  
Lloyd's consent.

REMARKS—

Interested as Broker for Insurance  
of Hull.

Not fitted Wireless

A telegraphic reply from Porto Alegre  
dated June 7<sup>th</sup>; states: "Vessel burning,  
sighted Sao Thome eighteenth, later  
wreckage sighted, Itatiba considered  
lost. Crews families compensated."

ITATIBA.—London, May 7.—Cable received from  
owners dated Rio Janeiro May 6, states: Steamer  
Itatiba has foundered.

L.L. 8/5/19

ITATIBA.—Rio Janeiro, May 8.—Brazilian  
steamer Itatiba, left Pernambuco on April 14 for  
Rio Janeiro, last sighted off Sao Thome on April 18.  
—[See Lloyd's List of May 8.]

L.L. 10/5/19

A letter from the Ministry of Shipping dated  
26<sup>th</sup> May 1919, states: No information

COMMITTEE'S DECISION—

Deformed 7 days

4<sup>th</sup> June 1919

On the Board

11<sup>th</sup> June 1919

Posted Missing

18<sup>th</sup> June 1919



*Hastier*  
(Belgian Steamer)

749 Tons gross

326 Tons Net

Date  
Built 1919.

of Antwerp, Sierens, Master

Antwerp for Valencia

Application submitted

11<sup>th</sup> June 1919.

Member making Application

Mr. P. D'Ambrumenil

21.2.19

Interested as Broker for Insurance  
of Cargo.

Owner

Lloyd Royal Belge Société Anonyme  
Antwerp

Not fitted Wireless

Cargo

882 Tons Coal

Insurance effected at

On Vessel

Antwerp, through British Companies On Cargo

Latest Account Sailed from Antwerp  
for Valencia on the 9<sup>th</sup> April 1919 and  
left Tor Bay on the 14<sup>th</sup> April 1919.

HASTIER.—London, May 15.—In reply to inquiry with regard to the steamer Hastier, which left Antwerp on April 9 for Barcelona, and sailed from Tor Bay on April 14, Lloyd's Agent at Barcelona telegraphs May 12:—Belgian steamer Hastier not yet arrived.

L.L. 16/5/19

HASTIER.—London, May 22.—In reply to inquiry Lloyd's Agent Gibraltar telegraphs May 19 as follows: Hastier not seen passing.—[See Lloyd's List of May 16.]

L.L. 25/5/19

Crew 17 including Master, Officers, and Apprentices

A letter from the Ministry of Shipping  
4<sup>th</sup> June 1919. States: "No information."

Number of Days out

Days

From leaving Tor Bay to last report

From Valencia

2.6.19

— do —

11.6.19

49

58

On the Board

11<sup>th</sup> June 1919

Posted Missing

18<sup>th</sup> June 1919From leaving Tor Bay to 11<sup>th</sup> June 1919

— do —

18<sup>th</sup> June 1919.

58

65



No. 3571

**Svenor** of Skeiv (Norway) Nansen, Master

(Norwegian Motor Vessel)

329 Tons gross

185 Tons Net

Date  
Built

1915 Swansea for St Brieuc

(N. France)

Application submitted

2<sup>nd</sup> July 1919

REMARKS—

Subscribers making Application

James Hewitt & Co. L<sup>td</sup>

23898/19

Interested as Brokers for Insurance  
of Cargo

Owner

Lars Jorgensen  
Skeiv

Norway

Not fitted Wireless

Cargo

392 Tons 10 cwt Coal

Insurance effected at

Norway

On Vessel

London

On Cargo

Latest Account Sailed from Swansea for  
St Brieuc on the 31<sup>st</sup> Dec<sup>r</sup> 1918

**SVENOR.**—Christiania, Jan. 22.—Anxiety is felt for the safety of the motor-vessel Svenor, which has not been heard of for over three weeks.—*Norges Handels og Sjøfartstidende*. [Note.—Motor-vessel Svenor left Swansea on Dec. 30 for St. Brieuc.]

L.L. 19/1/19

Crew 12 including Master, Officers, and Apprentices

A letter from the Ministry of Shipping dated 21<sup>st</sup> June 1919, states: No information

Number of Days out

Days

From Sailing to last report }  
from St Brieuc }  
19.6.19  
28.6.19

171

180

From Sailing to 2<sup>nd</sup> July 1919  
do 9<sup>th</sup> July 1919

181

191

COMMITTEE'S DECISION—

On the Board

2<sup>nd</sup> July 1919

Posted Missing

9<sup>th</sup> July 1919



*Ardgartan* of Greenock, Official No 142,261. Thearlaur, Master.

(British Steamer)

1,345 Tons gross

Date built 1918

Swansea for Brest

813 Tons Net

Application submitted

16<sup>th</sup> July 1919

REMARKS-

Member making Application

Mr. F. Gordon Young  
Rose Thomson Young & Co  
25.09.19

Interested as Broker for Insurance  
of Hull

Owner

Lang & Fulton Ltd  
Greenock

Not fitted Wireless

Cargo

2,002 Coal (Small Skewts)

Insurance effected at

London & Glasgow

On Vessel

On Cargo

Latest Account Sailed from Swansea for  
Brest on the 12<sup>th</sup> April 1919

Crew 19 including Master, Officers, and Apprentices

ARDGARTAN.—London, April 23.—The owners of the steamer Ardgartan write from Greenock, under date of April 22, that they are still without news of her, and that they fear something serious has occurred.

ARDGARTAN.—London, April 24.—In reply to inquiry Lloyd's Agent at Brest telegraphs April 23:—Steamer Ardgartan still expected Brest but as yet no news here or in district. [Note:—Steamer Ardgartan left Swansea on April 12 for Brest.]

ARDGARTAN.—London, May 6.—The owners telegraph from Greenock to-day: Press Guernsey wires following: Body Guernsey sailor ship Ardgartan, Swansea for Brest, found near Brest April 21.

ARDGARTAN.—Brest, May 7.—Maritime Authorities state that Ushant fishermen have reported steamer presumed British wrecked near Jument Lighthouse night of April 14-15. They have marked 400 metres north-east of this Lighthouse the wreck of a vessel the upper part of which was about 10 metres under water. Four bodies have come ashore different places since that date. All wore English under-clothes but only one could be identified and appeared to be that of H. S. Hutton, of Jersey. On another body was found a registered letter counterfoil addressed No. 116 A. H. Low Struket 19, St. Peters Port, Guernsey. No name of steamer has been found on body or on pieces of wreck picked up. Up to present there is nothing at Brest to confirm that steamer sunk is steamer Ardgartan.

ARDGARTAN.—London, May 10.—With reference to the report published in Lloyd's List of May 9 regarding the steamer Ardgartan, the owners state that the two bodies identified show that they were members of the crew of the steamer Ardgartan, H. Hutton being second officer and Frank Lowe a seaman on that vessel.

ARDGARTAN.—Brest, May 13.—Still without news concerning wreckage bearing name of steamer Ardgartan. Search continuing.

Number of Days out

Days

From Sailing to last report from  
Brest

90

do

98

From Sailing to 16<sup>th</sup> July 1919  
do 23<sup>rd</sup> July 1919

95

102

COMMITTEE'S DECISION

On the Board

16<sup>th</sup> July 1919

Posted Missing

23<sup>rd</sup> July 1919



No. 3572

*J. E. Du Bignon* of Philadelphia, Crooks, Master  
(American Schooner)

543 Tons gross

459 Tons Net

Date  
Built

1890

New York for Buenos Ayres

Application submitted

23<sup>rd</sup> July 1919

REMARKS—

Subscriber making Application

Mr. F. H. Houlder

27.02.19

Interested as Broker for Insurance  
of part Cargo

Owner

J. J. Turney  
Philadelphia

Cargo

850 Tons General Merchandise

Insurance effected at

Lloyd's

On Vessel

part  
On CargoLatest Account Sailed from New York for  
Buenos Ayres on the 28<sup>th</sup> Dec<sup>r</sup> 1918

J. E. DU BIGNON (s.v.).—London, June 21.—  
The managing owner of the American schooner  
J. E. du Bignon writes from Philadelphia under date  
of June 4 that there has been no report of the vessel  
since she passed out to sea from New York on Dec. 28  
for Buenos Ayres, with general cargo, and he believes  
the vessel is lost.

L.S. 23/6/19

J. E. DU BIGNON (s.v.).—London, June 23.—  
In reply to inquiry Lloyd's Agents at Buenos Ayres  
telegraphed on June 21 as follows: American  
schooner J. E. du Bignon has not arrived.

L.S. 24/6/19

Crew 9 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report from }  
Buenos Ayres

203

— do —

19.7.19

209

25.7.19

From Sailing to 23<sup>rd</sup> July 1919

207

— do —

30<sup>th</sup> July 1919

214

COMMITTEE'S DECISION—

On the Board

23<sup>rd</sup> July 1919

Posted Missing

30<sup>th</sup> July 1919

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with  
Lloyd's consent.



No. 3574

Chittagong of Chittagong

(British Brig)

249 Tons gross

Date Built 1917

Calcutta for Mauritius

Tons Net

Application submitted

17<sup>th</sup> September 1919

Subscribers making Application

L. Hammond &amp; Co. D.

37211/19

Interested as Brokers for Insurance  
of Hull & Cargo

Owner

Ali Mahomed Tunjee  
Turner Morrison & Co. Bombay.  
(Managers)

Cargo

Saltpetre, Dhall &amp; Mustard Oil

Insurance effected at

Lloyds &amp; Companies

On Vessel

- do - &amp; - do -

On Cargo

Latest Account Tailed from Calcutta for  
Mauritius on the 16<sup>th</sup> Feby 1919, and  
passed Saugor Island on the 18<sup>th</sup> Feby 1919CHITTAGONG (s.v.). — Port Louis (Maur.),  
June 14.—Sailing vessel Chittagong, which left Cal-  
cutta on Feb. 13, has not arrived.

L.L. 25/6/19

CHITTAGONG (s.v.).—Calcutta, July 22.—Brig  
Chittagong, which left this port on Feb. 14, passed  
Saugor Island on Feb. 18. [See Lloyd's List of  
June 21.]

L.L. 25/6/19

Crew 20 including Master, Officers, and Apprentices

Number of Days out

Days

From last seen to last report.

From Mauritius

9.10.19.

205

235

Defer for 28 days

17<sup>th</sup> Sept 1919

On the Board

15<sup>th</sup> Oct 1919From last seen to 17<sup>th</sup> Sept 1919

211

Posted Missing

22<sup>nd</sup> Oct 1919— do — 15<sup>th</sup> Oct 1919.

239

— do — 22<sup>nd</sup> Oct 1919.

246

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with  
Lloyd's consent.



No. 307

Lyman D Foster

(British Schooner)

778 Tons gross

Date 1892  
Built

701 Tons Net

Nukualofa for San Francisco  
(Tonga Island Pacific) (Left Wellington N.Z. March 1<sup>st</sup> 1919)

Application submitted

24<sup>th</sup> September 1919

REMARKS—

Subscribers making Application

The Queensland Insurance Co. Ltd.  
London

37620/19

Interested as Underwriters on Hull  
& Cargo

Owner

G. J. Niccol  
Auckland (N.Z.)

Cargo

Copra

Insurance effected at

Auckland (N.Z.)

On Vessel

— do —

On Cargo

Latest Account Sailed from Nukualofa for  
San Francisco on the 28<sup>th</sup> March 1919  
(Left Wellington N.Z. March 1<sup>st</sup> 1919)

ANNIE M. REID (s.v.).—Yarmouth (N.S.), June 9.—Letters received from Captain Durkee of barque Annie M. Reid at Sydney, N.S.W., from San Francisco, tell of the narrow escape from destruction which the barque encountered when south of the Tonga Island on March 29 and 30, when a terrific hurricane struck the vessel; during the height of the blow the Annie M. Reid was blown down on her starboard side until she was practically on her beam ends, and her yards rested in the water; the cargo shifted somewhat, and she was held down for several hours until her crew, after much hard work, succeeded in getting a large proportion of her cargo back and the barque righted herself; during these hours she strained considerably, starboard bulwarks were slightly started, one of her boats carried away, and minor damage was done.—New York Journal of Commerce.

L. L. 25/6/19

Crew 13 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report from  
San Francisco

do

19.9.19

175

do

18.10.19

204

do

25.10.19

211

From Sailing to 24<sup>th</sup> Sept. 1919

do

22<sup>nd</sup> Oct. 1919

208

do

The Lloyd's 29<sup>th</sup> Oct. 1919

215

COMMITTEE'S DECISION—

Defer for 28 days

24<sup>th</sup> Sept 1919

On the Board

22<sup>nd</sup> Oct 1919

Posted Missing

29<sup>th</sup> Oct. 1919

Lloyd's is a body incorporated under the Lloyd's Act 1871, and is used with Lloyd's Consent.



*Albion* of Scarborough, Official N<sup>o</sup> 106,452. Johannessen, Master  
(British Ketch)

Tons gross

Date Built 1896

Hull for Bergen

37 Tons Net

Application submitted

1<sup>st</sup> October 1919

REMARKS—

Subscribers making Application

The British Marine Mutual Insurance  
Association L<sup>d</sup>

E R Evans &amp; Co 37,256/19

Interested as Underwriters on  
Hull

Owner

Hans Johnsen  
Hull

Cargo

In ballast

Insurance effected at

London

On Vessel

On Cargo

Latest Account Sailed from Hull for  
Bergen on the 22<sup>nd</sup> July 1919

Crew 3 including Master, Officers, and — Apprentices

A Letter from the Ministry of Shipping  
27<sup>th</sup> Sept 1919, States: No information

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to last report

On the Board

1<sup>st</sup> Oct 1919

from Bergen

64

— do —

24.9.19

69

Posted Missing

8<sup>th</sup> Oct 1919From Sailing to 1<sup>st</sup> Oct 1919

71

— do — 8<sup>th</sup> Oct 1919

78



No. 3577

*Halcyon*

(British Steam Trawler)

141 Tons gross

60 Tons Net

Date 1893  
Builtof Great Yarmouth, Official No 99,695. Hewitt, Master  
St Yarmouth for a Fishing Voyage in the North Sea

Application submitted

1<sup>st</sup> October 1919

Subscriber making Application

Mr W. H. Sharp

35.790/19

REMARKS—

Interested as Broker for Insurance  
of Hull.

Owner

J. T. C. Salmon  
Great Yarmouth

Cargo

Insurance effected at

Lloyd's  
Sunderland Clubs

On Vessel

On Cargo

Latest Account Sailed from St Yarmouth  
for a Fishing Voyage in the North Sea on  
the 29<sup>th</sup> July 1919, and last seen the same  
night

**HALCYON.**—Yarmouth (Nor.), Aug. 14.—Steam trawler Halcyon, of Yarmouth (Nor.), YH 113, which left harbour on July 29, was seen fishing that night at Smith's Knoll but the following morning nothing could be seen of her, neither has she been heard of since. The skipper always took enough rations for 10 days.

Crew 9 including Master, Officers, and Apprentices

A letter from the Ministry of Shipping  
dated 27<sup>th</sup> Sept 1919, states: No information

Number of Days out

Days

From Sailing to 1<sup>st</sup> Oct 1919

64 On the Board

COMMITTEE'S DECISION

do 8<sup>th</sup> Oct 1919

71 Posted Missing

8<sup>th</sup> Oct 1919



No. 3578

*Henry W. Cramp* of Philadelphia, Morehouse, Master  
(American Schooner)

1630 Tons gross

Date Built 1896

Bermuda for Rio de Janeiro

1448 Tons Net

(about 4,000 miles)

Application submitted

REMARKS—

15<sup>th</sup> October 1919

Member making Application

Mr. H. Worsley

(Willis Faber &amp; Co. Ltd.)

40043/19

Interested as Broker for insurance  
of Hull.

Owner

A. D. Cummins & Co. Inc.  
Philadelphia

Not fitted Wireless

Cargo

Bituminous Coal

Insurance effected at

Lloyd's &amp; Companies

On Vessel

New York

On Cargo

Latest Account

Tailed from Bermuda for  
Rio de Janeiro on the 22<sup>nd</sup> March 1919

**HENRY W. CRAMP** (s.v.).—Philadelphia, Aug. 22.—Schooner Henry W. Cramp, Morehouse, Norfolk for Rio Janeiro, with coal, which put into Bermuda damaged, and resumed her voyage to Rio Janeiro on March 22 after effecting repairs, is feared to have been lost.

L.L. 4/10/19

Crew 9 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report

From Rio de Janeiro

9/10/19

18/10/19

201

210

From Sailing to

15<sup>th</sup> Oct 1919

207

— do —

22<sup>nd</sup> Oct 1919

214

COMMITTEE'S DECISION—

On the Board

15<sup>th</sup> Oct 1919

Posted Missing

22<sup>nd</sup> Oct 1919



No. 2519

*Revenue* of Lunenburg N.S. Official No. 126144, McLoughlan, Master  
(British Schooner)

130 Tons gross

Date Built 1908

Bordeaux for St John's N.F.

99 Tons Net

Application submitted

15<sup>th</sup> October 1919

REMARKS—

Subscriber making Application

Mr. Ernest H. Collins  
(Sedgwick Collins & Co. Ltd.)  
40.4.28/19

Interested as Broker

Owner

C. W. G. Tessier  
St John's N.F.

Cargo

In ballast

Insurance effected at

Lloyd's &amp; Companies

On Vessel

On Cargo

Latest Account Tailed from Bordeaux on  
the 27<sup>th</sup> Decr 1918 for St John's N.F. and last  
seen on the 14<sup>th</sup> Jan 1919 by the Schooner  
"Henry L. Montague" at the mouth of the  
River Gironde.

Crew 6 including Master, Officers, and Apprentices

Number of Days out

Days

From Tailing to last report - }  
from St John's N.F. }  
8.10.19.

26

From last seen to 15<sup>th</sup> Oct 1919  
do ——— 22<sup>nd</sup> Oct 1919.

27

28

COMMITTEE'S DECISION

On the Board

15<sup>th</sup> Oct 1919

Posted Missing

22<sup>nd</sup> Oct 1919

REVENUE (s.v.).—London, May 8.—The owners of the British schooner Revenue, which left Bordeaux Dec. 26-27 for St. John's (N.F.), have received a telegram advising that the vessel is 106 days overdue.

REVENUE (s.v.).—London, May 13.—In reply to inquiry regarding the British schooner Revenue, which left Bordeaux on Dec. 26-27 last for St. John's (N.F.), Lloyd's Agent at St. John's (N.F.), cables May 12 as follows: Schooner Revenue has not arrived.

REVENUE (s.v.).—St. John's (N.F.), Sept. 8.—According to a protest noted at St. John's (N.F.), on May 8, by the master and mate of the schooner Henry L. Montague, of St. John's (N.F.), the latter vessel left Bordeaux on Jan. 13 for Lisbon. She was in company with the British schooner Revenue, which left Bordeaux the same day. On the morning of Jan. 14 the Henry L. Montague landed pilot at the mouth of the river and was then leading the Revenue about 5 miles. The wind was blowing from S.W., gusty, and a sea was making. The Henry L. Montague carried away bobstays and jumbo stay and lowered sails, with exception of foresail, to effect repairs. The Revenue came upon the Henry L. Montague at this time, reducing the distance which separated the vessels to about half-a-mile. She was then carrying a riding sail, foresail, jib and jumbo. Suddenly it blew a terrific squall, lasting about 20 minutes, and when the storm cleared there was no sign of the Revenue. The Henry L. Montague lay in the vicinity owing to stormy weather and making the necessary repairs for two or three days, afterwards drifting over the position in which the Revenue was last seen and passing by two boat oars and part of the topside of a ship's boat. After passing this wreckage it was concluded that the Revenue had foundered during the squall.

L.L. 9/5/19

L.L. 14/5/19

L.L. 9/10/19



*Larimer**(American steamer)*

3738 Tons gross

2397 Tons Net

Date

Built

1903

of Port Arthur (U.S.) Official No. 141870  
Anderson, Mate

Port Arthur for Philadelphia

Application submitted

REMARKS—

15<sup>th</sup> October, 1919.

Member making Application

Mr. H. Worsley

(Willis, Faber &amp; Co. Ltd.)

42969/19

Interested as Broker for  
Insurance of Hull.

Owner

Gulf Refining Co.

Pittsburgh, Pa.

U.S.A.

Fitted with Wireless

Cargo

30,911 barrels of Oil

Insurance effected at

Lloyd's &amp; elsewhere

On Vessel

On Cargo

Latest Account Sailed from Port

Arthur (Texas) for Philadelphia

on the 5<sup>th</sup> September, 1919.Reported off Sand Key, 8<sup>th</sup> Sept.

Crew

33/37

including Master, Officers, and

Apprentices

Number of Days out

Days

From Sailing to last Report

from Philadelphia

—do—

31

47

51

From Sailing to 15<sup>th</sup> Oct. 1919.

From last seen to

—do—

29<sup>th</sup> Oct. 1919.

47

51

The Lloyd's mark is owned by Lloyd's Register of Shipping, and is used with

Lloyd's consent.

## OVERDUE VESSEL.

LARIMER.—London, Sept. 23.—Following cable has been received from New York:—American steamer Larimer sailed Sept. 5 from Port Arthur for Philadelphia with cargo; reported off Sand Key Sept. 8. No further word received, about 10 days overdue.

## HURRICANE IN FLORIDA STRAIT.

Key West (Fla.), Sept. 10.—Considerable damage has been caused by a hurricane here. Steamers Tonawanda, Comal, and War Jandoll have been driven ashore.

Havana, Sept. 11.—Hurricane passed. Littoral inundated. No damage to shipping in harbour.

## THE HURRICANE IN FLORIDA STRAIT.

Key West, Sept. 22.—From the afternoon of Sept. 9 a hurricane blew until noon of Sept. 10, when it moderated, although mountainous seas continued until the next morning. All the shipping in this harbour was badly damaged. The Government air station was wrecked and 12 or 15 patrol vessels were lost, most of them being sunk at their moorings or stranding on the flats in this vicinity.

## COMMITTEE'S DECISION—

Defer for 14 days

15<sup>th</sup> Oct. 1919

On the Board

29<sup>th</sup> Oct. 1919

Posted Missing

5<sup>th</sup> Nov. 1919



No. 3

*Munista* of New York, Abernethy, Master  
(American Steamer)

1955 Tons gross

Date

1916

Built

Mobile for Havana

1580 Tons Net

Application submitted

REMARKS—

22<sup>nd</sup> October 1919.

Member making Application

Mr. H. Worsley

(Wells Faber &amp; Co. Ltd.)

4/11/60/19

Interested as Broker for Insurance  
of Hull.

Owner

Munista Steamship Corporation  
New York

Munson Steamship Line (Managers)

Not fitted wireless

Cargo

1188 Tons General  
+ 355,382 feet of Lumber

Insurance effected at

Lloyd's + Elsewhere

On Vessel

On Cargo

Latest Account Sailed from Mobile for  
Havana on the 8<sup>th</sup> Sept. 1919  
(about 600 miles)

Crew 28 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report

From Havana

29. 9. 19

21. 10. 19.

21

43

44

51

58

From Sailing to 22<sup>nd</sup> Oct. 1919— do — 29<sup>th</sup> Oct. 1919— do — 29<sup>th</sup> Oct. 1919

Defer

On the

Posted Missing

5<sup>th</sup> Nov. 1919

**MUNISLA.** — Havana, Sept. 18. — American steamer Munista, Mobile for Havana, is very much overdue. Believed to have been lost in a hurricane.

L.L. 20/9/19

**MUNISLA.** — London, Sept. 20. — The following cable has been received from New York: Steamer Munista, Mobile for Havana, general cargo, about seven days overdue.

L.L. 22/9/19

**MUNISLA.** — Mobile, Sept. 15. — Steamer H. F. Dimock reports that she stood by a disabled steamer for four hours yesterday 130 miles S.S.E. of South Pass. The disabled vessel is believed to be the overdue steamer Munista, from Mobile to Havana, as she answers the description of the vessel. — New York Herald.

L.L. 14/10/19

Mobile, Sept. 23. — Steamer Mundelta, which arrived yesterday, reported having sighted wreckage, consisting of flour and lumber, while on the return trip from Cuba. This wreckage was not identified, but it is known that steamer Munista, now overdue 13 days at Havana, carried flour and a deckload of lumber. This was the second drift of wreckage reported by steamers entering this port since the hurricane. — New York Herald.

L.L. 24/10/19

## HURRICANE IN FLORIDA STRAIT.

Key West (Fla.), Sept. 10. — Considerable damage has been caused by a hurricane here. Steamers Tonawanda, Comel, and War Jandoll have been driven ashore.

L.L. 9/10/19

Havana, Sept. 11. — Hurricane passed. Littoral undated. No damage to shipping in harbour.

## THE HURRICANE IN FLORIDA STRAIT.

Key West, Sept. 22. — From the afternoon of Sept. 9 a hurricane blew until noon of Sept. 10, when it moderated, although mountainous seas continued until the next morning. All the shipping in this harbour was badly damaged. The Government air station was wrecked and 12 or 15 patrol vessels were lost, most of them being sunk at their moorings or stranding on the flats in this vicinity.

Oct. 1919

Oct. 1919



**Cyrano** of Grimsby, Official No 122,699. Wicks, Master  
(British Steam Trawler)

214 Tons gross

83 Tons Net

Date  
Built

1905 The Tyne for a Fishing Voyage in the North Sea

Application submitted

5<sup>th</sup> November 1919

Subscribers making Application

A Blackmore &amp; Co

42614/19

Owner

Strand Steam Fishing Co Ltd  
Grimsby,

Cargo

Insurance effected at

Lincolnshire Steam Trawlers

Mutual Insurance Protection Society Ltd

£6000 of which is re-insured

with Lloyd's

On Vessel

On Cargo

Latest Account. Sailed from The Tyne for  
a Fishing Voyage in the North Sea on the  
14<sup>th</sup> August 1919

Crew 11 including Master, Officers, and Apprentices

Number of Days out

From Sailing to 5<sup>th</sup> Nov<sup>r</sup> 1919do do 12<sup>th</sup> Nov<sup>r</sup> 1919

Days

83

On the Board

90

Posted Missing 12<sup>th</sup> Nov<sup>r</sup> 1919

COMMITTEE'S DECISION—

5<sup>th</sup> Nov<sup>r</sup> 1919Interested as Brokers for Insurance  
of Hull

CYRANO. — London, Sept. 9. — The trawler  
Cyrano, which left Grimsby with a crew of nine  
on Aug. 13 for a week's fishing has not since been  
heard of. — Daily Mail.

L.L. 10/9/19

A letter from The Ministry of Shipping  
dated 29<sup>th</sup> Oct<sup>r</sup> 1919. States: No information



No. 3523

*Talus* of Greenock, Official No 98303, Mac Donald, Master  
 (British Ship)  
 2090 Tons gross  
 1954 Tons Net  
 Date Built 1891  
 Glasgow for New York

Application submitted

5<sup>th</sup> November 1919.

REMARKS—

Member making Application

W. K. J. Bilbrough

43008/19

Interested as Broker for Insurance of Hull

Owner

Joseph G. P. Murphy,  
Mobile

Cargo

In ballast (1200 Tons Slag)

Insurance effected at

With Mutual Associations

On Vessel

On Cargo

Latest Account

Sailed from Glasgow for New York on the 14<sup>th</sup> June 1919, and passed Kildonan the same day.

Crew 22 including Master, Officers, and Apprentices

A letter from the Ministry of Shipping dated 31<sup>st</sup> Oct 1919, states: No information

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to last report  
From New York 1.11.19

140

On the Board

5.10.1919

From Sailing to 5<sup>th</sup> Nov<sup>r</sup> 1919  
— do — 12<sup>th</sup> Nov<sup>r</sup> 1919

151

11.11.19 Posted Missing 12<sup>th</sup> Dec 1919



**Corella** of Grimsby, Official No 125,060, Moyses, Master  
 (British Steam Trawler)  
 243 Tons gross  
 95 Tons Net  
 Date Built 1907 Grimsby for a Fishing Voyage in the North Sea

Application submitted

12<sup>th</sup> November 1919.

Subscribers making Application

Alfred Blackmore & Co  
144367 A/19

Owner

Thomas Baskcomb, L<sup>d</sup>  
Grimsby

Cargo

Insurance effected at

Lloyds & The Grimsby Steam  
Fishing Vessels Mutual } On Vessel

On Cargo

Latest Account

Sailed from Grimsby  
for a Fishing Voyage in the North Sea  
on the 22<sup>nd</sup> Sept 1919

**CORELLA.**—Grimsby, Oct. 10.—Anxiety is felt for the safety of the steam trawler Corella which left this port 18 days ago for North Sea fishing and of which no news has been received.

London, Oct. 27.—The three Grimsby trawlers Helcia, Balgownie and Corella, which have been missing for some time, have now been officially given up as lost. The vessels left port on Sept. 22, and are supposed to have struck floating mines.

L.L. 14/10/19

L.L. 28/10/19

Crew 9 including Master, Officers, and Apprentices

A letter from the Ministry of Shipping dated 7<sup>th</sup> Nov. 1919. States: No information

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to 12<sup>th</sup> Nov. 1919

51 Defer 14 days

12<sup>th</sup> Nov. 1919— do — 26<sup>th</sup> Nov. 1919

65 In the Board

26<sup>th</sup> Nov. 1919— do — 3<sup>rd</sup> Dec. 1919

72 Posted Missing

3<sup>rd</sup> Dec. 1919



No. 3525

*Helcia* of Grimsby, Official No. 23572, Newmarr, Master.

(British Steam Trawler)

230 Tons gross

88 Tons Net

Date Built 1906

Grimsby for a Fishing Voyage in the North Sea

Application submitted

12<sup>th</sup> November 1919.

Subscribers making Application

Alfred Blackmore & Co  
44367/19

Interested as Brokers for Insurance of Hull.

Owner

The Sylvia Steam Fishing Co  
Grimsby

Cargo

Insurance effected at

Lloyds & The Grimsby Steam Fishing Vessels Mutual } On Vessel

On Cargo

Latest Account Sailed From Grimsby for a Fishing Voyage in the North Sea on the 22<sup>nd</sup> Sept 1919.

HELICIA.—Grimsby, Oct. 10.—Anxiety is felt for the safety of the steam trawler Helcia which left this port 18 days ago for North Sea fishing and of which no news has been received.

London, Oct. 27.—The three Grimsby trawlers Helcia, Balgownie and Corella, which have been missing for some time, have now been officially given up as lost. The vessels left port on Sept. 22, and are supposed to have struck floating mines.

Crew 10 including Master, Officers, and Apprentices

A letter from the Ministry of Shipping dated 7<sup>th</sup> Nov<sup>r</sup> 1919. States: No information.

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to 12<sup>th</sup> Nov<sup>r</sup> 1919.

51 Defer for 14 days

12<sup>th</sup> Nov. 1919

— do — 26<sup>th</sup> Nov. 1919.

65 On the 13<sup>th</sup> Nov.

26<sup>th</sup> Nov. 1919

— do — 3<sup>rd</sup> Dec 1919

72 Posted Missing

3<sup>rd</sup> Dec. 1919



No. 3526.

*Balgownie**(British Steam Trawler)*

185 Tons gross

72 Tons Net

Date } 1902  
Built }*of Grimsby. Official No. 115586.  
Robinson, Master.  
Grimsby for a Fishing Voyage  
in the North Sea.*

Application submitted

*26th November, 1919.*

Subscriber making Application

*Alfred Blackmore & Co.**454 24/19**Interested as Brokers for Insurance  
of Hull.*

Owner

*Charles Dobson  
Grimsby.*

Cargo

Insurance effected at

*Lloyd's & the Lincolnshire  
Steam Trawlers Mutual  
Insurance & Protecting  
Co., Ltd.*

On Vessel

On Cargo

Latest Account

*Sailed from Grimsby  
for a Fishing Voyage in the  
North Sea on the 22nd Sept., 1919.*

Crew 10 including Master, Officers, and Apprentices

*A letter from the Ministry of Shipping  
dated 22nd Nov. 1919 states: 'No information'*

Number of Days out

Days

COMMITTEE'S DECISION—

*From Sailing to 26th Nov.**65 On the Board**26th Nov. 1919**— do —**5th Dec.**72 Posted Missing 3rd Dec. 1919*

## OVERDUE VESSELS.

**BALGOWNIE.**—Grimsby, Oct. 10.—Anxiety is felt for the safety of the steam trawler Balgownie which left this port 18 days ago for North Sea fishing and of which no news has been received.**CORELLA.**—Grimsby, Oct. 10.—Anxiety is felt for the safety of the steam trawler Corella which left this port 18 days ago for North Sea fishing and of which no news has been received.**HELICIA.**—Grimsby, Oct. 10.—Anxiety is felt for the safety of the steam trawler Helcia which left this port 18 days ago for North Sea fishing and of which no news has been received.**London, Oct. 27.**—The three Grimsby trawlers Helcia, Balgownie and Corella, which have been missing for some time, have now been officially given up as lost. The vessels left port on Sept. 22, and are supposed to have struck floating mines.

L.L. 14/12

L.L. 28/10



No. 3527

*Theban*

(British Steam Trawler)

of Grimsby, Official No 135985, Kew. Master.

202 Tons gross

90 Tons Net

Date Built 1913

Grimsby for a Fishing Voyage in the North Sea

Application submitted

31<sup>st</sup> December 1919

REMARKS—

Subscribers making Application

Alfred Blackmore & Co  
50.780/19Interested as Broker for Insurance  
of Hull.

Owner

Thomas Robinson  
Grimsby,

Cargo

Insurance effected at

Lloyds

On Vessel

On Cargo

Latest Account Sailed from Grimsby for a  
Fishing Voyage in the North Sea on the 8<sup>th</sup>  
November 1919THEBAN.—Grimsby, Dec. 13.—Grave fears are  
entertained for the safety of the steam trawler  
Theban, of Grimsby, which left this port on Nov. 7  
for North Sea fishing.

L.C. 16/12/19

Crew 10 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing, to 31<sup>st</sup> Decr 1919

53 Defer for 14 days

31<sup>st</sup> Decr 1919— do — 14<sup>th</sup> Jan<sup>y</sup> 1920

67 On the Board

14<sup>th</sup> Jan<sup>y</sup> 1920— do — 21<sup>st</sup> Jan<sup>y</sup> 1920

74 Posted Missing

21<sup>st</sup> Jan<sup>y</sup> 1920



*Samson**(British Tug)*

232 Tons gross

59 Tons Net

Date Built 1892

of Shanghai, Official No 72,825, Holford, Master

Plymouth for Gibraltar

Application submitted

7<sup>th</sup> January 1920

Member making Application

Mr G. E. Muers

(Leslie & Godwin L<sup>td</sup>)

427/20

Interested on behalf of the  
Shipping Controller

Owner

Shanghai Tug & Lighter Co L<sup>td</sup>

under Charter to the Ministry of Shipping

Not fitted Wireless

Cargo

Insurance effected at

On Vessel

On Cargo

Latest Account Sailed from Plymouth for  
Gibraltar on the 9<sup>th</sup> Nov<sup>r</sup> 1919, towing a  
Target, and was sighted by the S.S. "Ethelwolf"  
on the 26<sup>th</sup> Nov<sup>r</sup> 1919 in lat 43.15 N long  
9.27 W, without Target

Crew 23 including Master, Officers, and Apprentices

Number of Days out

Days

From last seen to last Report

From Gibraltar

— do —

5/1/20  
12/1/20

40

47

From last seen to 7<sup>th</sup> Jan<sup>y</sup> 1920

— do —

14<sup>th</sup> Jan<sup>y</sup> 1920

42

49

— do — 21<sup>st</sup> Jan<sup>y</sup> 1920

56

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Lloyd's consent

COMMITTEE'S DECISION—

Defer for 7 days

7<sup>th</sup> Jan<sup>y</sup> 1920

On the Board

14<sup>th</sup> Jan<sup>y</sup> 1920

Posted Missing

21<sup>st</sup> Jan<sup>y</sup> 1920

**SAMSON.**—London, Nov. 28.—A wireless message received from the master of the steamer Ethelwolf, via Finisterre, Nov. 27, states: Tug Samson, reported by Poldhu missing, sighted by Ethelwolf lat. 43 15 N., long. 9 27 W., Nov. 26, heading towards Gibraltar. No target in tow.

**SAMSON.**—London, Dec. 12.—Tug Samson, bound for Hong Kong, which left Plymouth towing a target to Gibraltar, was sighted by the steamer Ethelwolf on Nov. 26 without the target. The Ministry of Shipping, through the Admiralty, have inquired of the different Consuls in Spain if any news of the tug has been received by them, but so far nothing has been heard of the tug.

Ld 29/1/20

Ld 1/2/20



No. 3829

*Constance* of Liverpool, Official No 124,053, Gunning, Master  
(Brish Steamer)

209 Tons gross

84 Tons Net

Date Built 1906

Garston for Belfast

Application submitted

14<sup>th</sup> January 1920

Subscribers making Application

E. R. Evans &amp; Co

315/20

Owner

Wm Clint  
Belfast

Cargo

Coal

Insurance effected at

Lloyd's &amp; Companies

On Vessel

On Cargo

Latest Account Sailed from Garston for  
Belfast on the 18<sup>th</sup> Dec<sup>r</sup> 1919

Crew 7 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 14<sup>th</sup> Jan<sup>y</sup> 1920

27

Defer for 14 days

14<sup>th</sup> Jan<sup>y</sup> 1920— do — 28<sup>th</sup> Jan<sup>y</sup> 1920

41

On the Board

28<sup>th</sup> Jan<sup>y</sup> 1920— do — 4<sup>th</sup> Feb<sup>y</sup> 1920

48

Posted Missing

4<sup>th</sup> Feb<sup>y</sup> 1920

REMARKS—

Interested as Underwriters on  
Null.

Not fitted Wireless

A telegram from the Owner dated 28<sup>th</sup> Jan 1920  
States: No further information.

**CONSTANCE.**—Belfast, Dec. 26.—All hope has been given up for the safety of the steamer Constance, of Belfast, which left Garston for Belfast on Dec. 18, and has not since been heard of. She had a cargo of coal, and is believed to have foundered in Liverpool Bay. Captain Gunning was in command, with a crew of nine—all local men. The Constance, 209 tons gross, was owned by Captain Clint, of Queen's Quay, Belfast, who bought her last month from the Manchester, Liverpool and North Wales S.S. Company. She was built in 1907 by Messrs. Yarwood & Sons, Northwich.

L.L. 29/12/19

**STERTH.**—Douglas (I.O.M.), Dec. 19. — Tug Sterth, arrived here, reported parted from destroyer off Morecambe Light-vessel during heavy north-west gale; also lost tow-rope.

L.L. 29/12/19

A letter from the Ministry of Shipping,  
dated 8<sup>th</sup> Jan<sup>y</sup> 1920 States: No information

COMMITTEE'S DECISION—



*Castor* of London, Official No. 127,179, McDowell  
 (British Steamer)  
 1,409 Tons gross  
 838 Tons Net  
 Date Built 1904 Singapore for Haiphong

Application submitted

14<sup>th</sup> January 1920

Member making Application

M<sup>r</sup> H. B. Sedgwick  
 (Sedgwick Collins & Co. L<sup>td</sup>)  
 990/10

Interested as Broker for Insurance of Hull.

Owner

Anglo Saxon Petroleum Co. L<sup>td</sup>  
 London

Not fitted Wireless

Cargo

Benzine + Kerosene in Cases  
 Drums + Tins

Insurance effected at

Lloyd's + Companies

On Vessel

Lloyd's + Companies

On Cargo

Latest Account Sailed from Singapore for  
 Haiphong on the 16<sup>th</sup> Nov<sup>r</sup> 1919

CASTOR.—London, Dec. 12.—Owners advise that since leaving Singapore on Nov. 16 for Haiphong, steamer Castor has not been heard of and they fear she is probably lost owing to the typhoon.

L.L. 13/12/19

CASTOR.—Singapore, Dec. 10.—British steamer Castor, owners Anglo-Saxon Petroleum Company, London, sailed from Singapore on Nov. 16 for Haiphong, cargo petroleum in cases, but has not yet arrived at her destination. American steamer Olen reports that in lat. 6 N., long. 107 E., sighted large number of oil tins, also passed a quantity of wreckage, supposed to be from deckhouse and bridge. Masters requested keep a sharp look-out.

L.L. 15/12/19

CASTOR.—London, Dec. 31.—The owners have received the following telegram from Singapore:—Buoy (s) marked Castor found Anamba Island, also oil can(s).

L.L. 31/12

Crew 49 including Master, Officers, and Apprentices  
 + 42 Chinese

Number of Days out

Days

From sailing to last report }  
 From Haiphong }  
 24/12/19

38

From sailing to 14<sup>th</sup> Jan<sup>y</sup> 1920  
 — do — 21<sup>st</sup> Jan<sup>y</sup> 1920

59

66

COMMITTEE'S DECISION—

On the Board

14<sup>th</sup> Jan<sup>y</sup> 1920

Posted Missing

21<sup>st</sup> Jan<sup>y</sup> 1920



No. 3531

*Peking* of Gothenburg, Bang-Melchior, Master  
(Swedish Steamer)

3507 Tons gross

Date Built 1908

Karatsu for Hull  
(Japan)

2217 Tons Net

Application submitted

14<sup>th</sup> January 1920

REMARKS—

Subscribers making Application

Robinson Fleming & Co  
1708/20Interested as Broker for Insurance of  
increased value of Cargo.

Owner

Svenska Ostasiatiska Kompaniet  
Gothenburg

Fitted Wireless

Cargo

Soya Beans (about 5000 tons)

Insurance effected at

Gothenburg

On Vessel

Sweden

On Cargo

Lloyd's

on Increased  
Value

Latest Account Sailed from Karatsu  
(Japan) for Hull on the 31<sup>st</sup> August 1919  
and was in Wireless communication on the  
2<sup>nd</sup> Sept 1919

Crew 36 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 14<sup>th</sup> Jan 1920

136 On the way

do 21<sup>st</sup> Jan 1920

143 Posted Missing

21<sup>st</sup> Jan 1920

PEKING.—London, Oct. 14.—In reply to inquiry the owners of the steamer Peking, Dairen for Gothenburg, which left Karatsu on Aug. 31, cable from Gothenburg under date Oct. 13:—"Peking: No news since left Karatsu Aug. 31."

PEKING.—Gothenburg, Oct. 23.—The last news of the Swedish steamer Peking was a wireless message on Sept. 2, when she was north of Korea.—Neue Hamburgische Börsen Halle.

PEKING.—Stockholm, Nov. 13.—The Swedish East Asiatic Company's steamer Peking has not been heard of since Sept. 2, and there were grave fears that she had sunk with all on board in a typhoon off China. These fears are now confirmed by a telegram from the Governor of Formosa informing the Company that a raft belonging to the Peking with a dead man on it had been driven ashore.—Reuter.

PEKING.—Gothenburg, Nov. 12.—A telegram dated Nov. 5 has been received from the owners' agent at Shanghai stating that the Governor of Formosa reports that a wooden raft, marked "Stockholm" washed ashore on the Pescadores Islands on Oct. 24. This would appear to confirm the loss of the steamer Peking, which on her last voyage carried on deck two rafts which had come from the steamer Stockholm.—Helsingborgs Dagblad.

KAMO MARU.—Antwerp, Nov. 7.—Japanese steamer Kamo Maru, from Japan, with general cargo, reports that from midnight Sept. 1 to midnight Sept. 2, from lat. 30 N., long. 122 40 E., to lat. 26 58 N., long. 121 45 E., she encountered a typhoon, during which she shipped heavy seas, causing sundry damage.



*Argentine Maru* of Kobe, Sugihara, Master  
(Japanese Steamer)  
5,860 Tons gross Date 1919 Built  
4,260 Tons Net Baltimore for Gothenburg

Application submitted

28<sup>th</sup> January 1920

Member making Application

Mr G.V. Greenall  
(Lawrence Philipps & Co. Ltd)  
32, 30/20

Owner

Kokusai Kisen Kabushiki Kaisha  
Kobe  
Suzuki & Co, London

Cargo

6,533 Tons Coal  
& 1,125 Tons bunkers

Insurance effected at

Kobe

On Vessel

New York for War Risk

New York

On Cargo

Latest Account (ailed from Baltimore)  
for Gothenburg, on the 31<sup>st</sup> Oct 1919, and  
passed Cape Henry, on the 1<sup>st</sup> Nov 1919.

Crew 49 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report }  
From Gothenburg }  
do — 27.1.20

81

87

From last seen to 28<sup>th</sup> Jan 1920  
— " — 4<sup>th</sup> Feb 1920

88

95

REMARKS—

Interested as Agents for the Owners

Not fitted Wireless

## ICE IN THE NORTH ATLANTIC.

The Meteorological Office reports:—  
Steamer *Sardinian* sighted on Nov. 3—  
In lat. 49 45 N., long. 50 00 W., one berg, numerous  
growlers and small pieces.

Liverpool, Nov. 17.—The Cunard S.S. Co. have re-  
ceived the following cable from their New York  
office, dated Nov. 14:—  
In lat. 44 23 N., long. 49 15 W., large berg.

COMMITTEE'S DECISION

On the Board

28<sup>th</sup> Jan 1920

Posted Missing

4<sup>th</sup> Feb 1920



No. 3532

*Sorceress*

(British Steamer)

222 Tons gross

104 Tons Net

of London, Official No 94.352, Sidley, Master

Date 1887  
Built

Malta for Rotterdam

Application submitted

18<sup>th</sup> February 1920

Subscribers making Application

Plisson & Lysberg (Insurance) L<sup>td</sup>

5584/20

Interested as Brokers for Insurance  
of Hull.

Owner

Overseas Syndicate L<sup>td</sup>  
21 Ironmonger Lane  
E.C.

Not fitted Wireless

Cargo

3,000 Bags Currants

Insurance effected at

Lloyd's &amp; Companies

On Vessel

Lloyd's &amp; Companies

On Cargo

SORCERESS. — Gibraltar, Dec. 18. — Steamer  
Sorceress not arrived. Nothing reported regarding  
her here. [Note: The steamer Sorceress, Patras for  
Rotterdam, left Malta on Nov. 21.]

L.L. 23/12/19

Latest Account Sailed from Malta for  
Rotterdam on the 21<sup>st</sup> Nov<sup>r</sup> 1919

Crew 15 including Master, Officers, and Apprentices

A letter from the Ministry of Shipping,  
dated 9<sup>th</sup> Febr 1920. States: No information

Number of Days out

Days

COMMITTEE'S DECISION

From Sailing to 18<sup>th</sup> Febr 1920

89

On the Board

18<sup>th</sup> Febr 1920do 25<sup>th</sup> Febr 1920

96

Posted Missing

25<sup>th</sup> Febr 1920



Hauroto

(British Steamer)

1988 Tons gross

1276 Tons Net

Date Built 1882

of Hongkong, Official No 84479. Lockett, Master.

Saigon for Hongkong,

Application submitted

18<sup>th</sup> February 1920

Subscriber making Application

The Union Insurance Society of  
Canton

8606/20

Interested as Underwriters on  
Hull.

Owner

Carmichael & Clarke  
Hongkong

Filed Wireless

Cargo

Insurance effected at

Hongkong, with the Union  
Insurance Society of Canton } On Vessel

On Cargo

Latest Account Tailed from Saigon for  
Hongkong on the 26<sup>th</sup> July 1919

HAUROTO.—Hong Kong, Aug. 6.—British steamer Hauroto is four days overdue from Saigon. No information can be gained. Vessel is supposed to have been lost.

HAUROTO.—Singapore, Aug. 19.—Japanese war vessel Iwate reports having sighted, on Aug. 13, in lat. 16 34 N., long. 110 23 E., a waterlogged boat marked "Neuroto," in which were several pieces of plates and a few life-jackets. This report probably refers to the Hauroto, which is overdue. [See Lloyd's List of Aug. 8.]

HAUROTO. — Shanghai, Sept. 12. — Steamer Telemachus reports that when off the Paracels on Aug. 22 she picked up some wreckage, which was later identified as being part of the superstructure of the steamer Hauroto, and it is now supposed that she went ashore there in the typhoon of July 26.—Shipping &amp; Engineering.

Crew

including Master, Officers, and

Apprentices

The S.S. "Pheumpent" reports that she encountered a typhoon off Paracels which raged furiously, from July 28<sup>th</sup> to August 1<sup>st</sup> 1919

Number of Days out

Days

From Sailing to last report }  
from Hongkong }

158

— do —

13.2.20

202

From Sailing to 18<sup>th</sup> Feb 1920

207

— do — 25<sup>th</sup> Feb 1920

211

COMMITTEE'S DECISION—

On the Board

18<sup>th</sup> Feb 1920

Posted Missing

25<sup>th</sup> Feb 1920



No. 3535

**Kralingen** of Rotterdam, de Man, (Master)  
 (Dutch Auxiliary Schooner)  
 434 Tons gross Date 1918 Philadelphia for Rotterdam  
 294 Tons Net Built

Application submitted

25<sup>th</sup> February, 1920

REMARKS—

Subscribers making Application

Thomas Matheson &amp; Co

7846/20

Interested as Brokers for re-insurances  
at Lloyds

Owner

N. V. Motor schoener "Kralingen"  
Rotterdam

Not fitted Wireless

Cargo

Coal

Insurance effected at

Rotterdam &amp; Amsterdam

On Vessel

On Cargo

KRALINGEN.—Rotterdam, Nov. 25.—Anxiety is felt for the safety of the Dutch auxiliary schooner Kralingen, which left Philadelphia on Sept. 4 for Rotterdam, with coal, and has not yet been reported arrived.—Zee-Post.

KRALINGEN.—London, Dec. 1.—Auxiliary vessel Kralingen, Philadelphia for Rotterdam: In reply to inquiry Lloyd's Agent at Rotterdam telegraphs Dec. 1: Kralingen has not arrived. Vessel making this voyage under sail.

L.L. 29/1/19

L.L. 4/1/20

Latest Account Sailed from Philadelphia for Rotterdam on the 4<sup>th</sup> September 1919, and passed Reedy Island the same day.

A letter from the Ministry of Shipping dated 18<sup>th</sup> Feb'y 1920, states: No information

Crew 11 including Master, Officers, and Apprentices

Number of Days out

Days

How Sailing to last report }  
 How Rotterdam }

— do —

28.2.20

170

177

How Sailing to 25<sup>th</sup> Feb'y 1920

174

— do —

3<sup>rd</sup> Mch 1920

181

COMMITTEE'S DECISION—

On the Board

25<sup>th</sup> Feb'y 1920

Posted Missing

3<sup>rd</sup> Mch 1920



*Gossip* of St John's N.F. Official No 134876. Legge, Master  
(British Schooner)

122 Tons gross

Date Built 1900

Bonnie Bay, N.F. for Oporto

91 Tons Net

Application submitted

10<sup>th</sup> March 1920

Member making Application

Mr. F. W. Senior

(Holmwood &amp; Holmwood)

13.378/20

Interested as Broker for Insurance of Cargo.

Owner

A. Lindsay,

St John's N.F.

Cargo

2,882 Quintals Codfish

Insurance effected at

Newfoundland

On Vessel

Lloyd's

On Cargo

Latest Account Tailed from Bonnie Bay, N.F.  
for Oporto on the 25<sup>th</sup> Oct. 1919

STROMNESS. — St. John's (N.F.), Nov. 1. —  
Steamer Stromness: Completing satisfactory temporary repairs to crack centre furnace starboard boiler. Also making survey two bow plates numerous lines damaged breaking adrift and collision with steamer Woudrichem during heavy gale Oct. 30. — Salvage Association's Surveyor.

Crew 5 including Master, Officers, and Apprentices

A Letter from the Ministry of Shipping dated 5<sup>th</sup> Mch 1920, states: No information

Number of Days out

Days

From Sailing to last report  
From Oporto

128

— do —

1. 3. 20  
8 3. 20

135

From Sailing to 10<sup>th</sup> Mch 1920  
— do — 17<sup>th</sup> Mch 1920

137

144

COMMITTEE'S DECISION—

On the Board

10<sup>th</sup> Mch 1920

Posted Missing

17<sup>th</sup> Mch 1920



No. 3537

**Derwent**

of Boston (Lines) Official No 99,706. Percy, Master.

(British Steam Trawler)

151 Tons gross

61 Tons Net

Date Built 1893

Lowestoft for a Fishing Voyage in the North Sea

Application submitted

14<sup>th</sup> April 1920

REMARKS—

Member making Application

Mr C. B. Wootten

(Arthur E. Carey, t<sup>h</sup>)

Interested as Broker for Insurance of Hull.

Owner

L. D. Napier  
London

Cargo

Insurance effected at

Lloyds

On Vessel

On Cargo

Sailed from Lowestoft for  
a Fishing Voyage in the North Sea on the  
26<sup>th</sup> Jan 1920

DERWENT.—Lowestoft, Feb. 9.—Grave anxiety is felt here for the safety of the steam trawler Derwent, which left on a fishing trip expected to last six or seven days, and has now been absent from the port for 16 days.

L. D. 12/4/20

DERWENT.—Lowestoft, Feb. 23.—Steam trawler Derwent has not yet arrived at this port, and all hope has now been abandoned for the safety of vessel and crew. Vessel has now been at sea 30 days.

L. D. 14/4/20

Crew 7 including Master, Officers, and Apprentices

A Letter from the Ministry of Shipping dated 8<sup>th</sup> April 1920, states: No information

Number of Days out

Days

From Sailing to 14<sup>th</sup> April 1920

79

On the Board

14<sup>th</sup> April 1920— do — 21<sup>st</sup> April 1920

86

Posted Missing

21<sup>st</sup> April 1920

COMMITTEE'S DECISION—



*Diver* of Grimsby, Official No 113,211, Wilcock, Master.  
*(British Steam Trawler)*

207 Tons gross  
 91 Tons Net

Date Built 1900

Grimsby for a Fishing Voyage in the North Sea.

Application submitted

14<sup>th</sup> April 1920

REMARKS-

Member making Application

Mr. E. F. Needham  
 19,405/20

Interested as Broker for Insurance of Hull.

Owner

Sir G. F. Sleight  
 Grimsby

Cargo

Insurance effected at

Lloyds

On Vessel

On Cargo

Latest Account Sailed from Grimsby for a Fishing Voyage in the North Sea on the 20<sup>th</sup> Feb 1920, and was last seen sheltering under Spurn the same afternoon.

**DIVER.**—Grimsby, March 5.—Anxiety is felt for the safety of the Grimsby steam trawler Diver, which went on a North Sea voyage 14 days ago and has not yet arrived in dock. The voyage usually lasts from seven to 10 days.

LL 8/2/20

Crew 10 including Master, Officers, and Apprentices

A letter from the Ministry of Shipping dated 8<sup>th</sup> April 1920. States: No information

Number of Days out

Days

From Sailing to 14<sup>th</sup> April 1920

54

On the Board

14<sup>th</sup> April 1920

do 21<sup>st</sup> April 1920

61

Posted Missing

21<sup>st</sup> April 1920

COMMITTEE'S DECISION



No. 3539

*Cubadist* of New York, Michelson, Master.

(American Steamer)

5.788 Tons gross

3.606 Tons Net

Date Built 1916 Havana for Baltimore

about 1100 tons

Application submitted

14<sup>th</sup> April 1920

REMARKS—

Member making Application

Mr. H. Worsley  
(Willis Faber & Co. Ltd.)

20099/12

Interested as Broker for Insurance of Hull.

Owner

Cuba Distilling Company  
New York

Fitted Machinery

Cargo

1,500,000 Gallons Molasses

### TANKER CUBADIST MISSING FIVE DAYS

Was in Path of Cyclone That  
Swept the Atlantic, Caus-  
ing Numerous Mishaps.

The Sun & New  
York Herald  
dated 9<sup>th</sup> March 1920

The blizzard of last week and the wild aftermath of blasts from the Northwest that stirred the Atlantic to fury in the steamship lanes are still responsible for tales of wreck.

The fate of the tank steamer Cubadist, equipped with wireless and bound from Matanzas to Baltimore with a cargo of molasses, is distressing her owners, the Cuba Distilling Company of 27 William street. She was in the course of the cyclone that swirled up the coast, reaching this latitude on Friday, and the last wireless message from her, on February 29, reported her about 100 miles south of Hatteras. She should have arrived at Baltimore five days ago. Coastwise steamships have been trying vainly for the last several days to get in touch with the missing ship, which is skippered by Capt. L. H. Michelson and has a crew of forty.

**CUBADIST.**—London, March 10.—The following cable has been received from New York: Steamer Cubadist, Matanzas for Baltimore, with molasses, is overdue. Vessel was reported by wireless Feb. 29, 150 miles S. of Hatteras. Nothing heard since.

L.L. 11/3/20

**CUBADIST.**—London, April 7.—Steamer Cubadist, of New York, Havana for Baltimore, with molasses, was last reported 111 miles south of Cape Hatteras on Feb. 29 (not 150 miles S. of Cape Hatteras, as before reported).

L.L. 8/4/20

Insurance effected at

Lloyds & Elsewhere

On Vessel

On Cargo

Latest Account Sailed from Havana for Baltimore on the 26<sup>th</sup> Feb<sup>y</sup> 1920, and was reported by Wireless Feb<sup>y</sup> 29<sup>th</sup>, 111 miles South of Cape Hatteras

Crew 37 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report  
From Baltimore  
10. 4. 20  
17 4. 20

41

48

From Sailing to 14<sup>th</sup> April 1920  
" last report to 21<sup>st</sup> April 1920

45

52

COMMITTEE'S DECISION—

On the Board

14<sup>th</sup> April 1920

Posted Missing

21<sup>st</sup> April 1920



Samuel Faunce of New York, Beat, master

(American Tug)

— Tons gross

96 Tons Net

Date built 1912

Wilmington for Key West

Application submitted

14<sup>th</sup> April 1920

REMARKS—

Subscriber making Application

Mr. F. R. Webb

(Sedgwick Collins & Co. Ltd.)

30, 87 1/2

Interested as Brokers for Insurance of Hull.

Owner

France & Canada Steamship Corporation  
New York

Cargo

Insurance effected at

Lloyd's & Companies

On Vessel

On Cargo

Latest Account Sailed from Wilmington for Key West (Florida) on the 29<sup>th</sup> Jan'y. 1920

SAMUEL FAUNCE. — London, March 6. — The Owners advise that the tug Samuel Faunce left Wilmington (N.C.) at 9 30 p.m. on Jan. 29 for Key West and is now considerably overdue.

Crew 13 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report  
From Key West 10.4.20

72

On the Board

14<sup>th</sup> April 1920

Posted Missing

21<sup>st</sup> April 1920

From Sailing to 14<sup>th</sup> April 1920  
" " 21<sup>st</sup> April 1920

76

83



No. 3541

Ukishima Maru of Toba, Japan. Oki, Master

(Japanese Steamer)

1148 Tons gross

Date Built 1920

660 Tons Net

Keelung for Singapore

Application submitted

21<sup>st</sup> April 1920

REMARKS—

Member making Application

Liv L. R. Philipps Esq  
(Lawrence Philipps Esq)  
22024/20

Interested as Agent for Owner

Owner

Teikoku Steamship Co. Ltd. Kobe  
Suzuki & Co. (London Agents)

Not posted Missing

Cargo

1367 tons Sugar

Insurance effected at

Japan

On Vessel

London for War Risk

London

On Cargo

Latest Account Sailed from Keelung,  
(Fotmosa) for Singapore on the 24<sup>th</sup> Feby  
1920

UKISHIMA MARU.—London, March 18.—The following cable has been received from Tokio dated March 16:—Teikoku steamer Ukishima Maru unheard of since sailing from Keelung on Feb. 24. cargo sugar, for Europe. Ten days overdue at Singapore.

Crew 37 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report  
From Singapore

— do —

16.4.20  
23.4.20

52

59

From Sailing to 21<sup>st</sup> April 1920

57

— do — 28<sup>th</sup> April 1920

64

COMMITTEE'S DECISION—

On the Board

21<sup>st</sup> April 1920

Posted Missing

28<sup>th</sup> April 1920



No. 3542

Herbert & Ruby

(British Schooner)

175 Tons gross

122 Tons Net

Date Built 1919

of Birin N.Z. Official No 141282, Hollett, Master  
Change Islands N.Z. for Gibraltar

Application submitted

21<sup>st</sup> April 1920

REMARKS—

Member making Application

Mr. F. W. Senior  
(Holmwood & Holmwood L<sup>td</sup>)  
21.6.57/20Interested as Broker for Insurance  
of Hull & Cargo

Owner

E. M. Hollett  
Birin N.Z.

Cargo

Codfish

Insurance effected at

Lloyd's &amp; Companies

On Vessel

Lloyd's &amp; Companies

On Cargo

Latest Account Tailed from Change Islands  
N.Z. for Gibraltar on the 8<sup>th</sup> Decr 1919SHEBA. — St. John's (N.F.), Dec. 16. — British  
steamer Sheba arrived with steering gear damaged;  
considerable deck damage.

L.L. 17/2/19

Crew 6 including Master, Officers, and — Apprentices

Number of Days out

Days

From Sailing to last report }  
From Gibraltar }  
do — 17.4.20 }  
do — 24.4.20 }

137

138

From Sailing to 21<sup>st</sup> April 1920  
do — 28<sup>th</sup> April 1920

135

142

COMMITTEE'S DECISION—

On the Board

21<sup>st</sup> April 1920

Posted Missing

28<sup>th</sup> April 1920



No. 3572

*Nordanger* of Bergen, Meyer, Master  
(Norwegian Steamer)

3,531 Tons gross

2,230 Tons Net

Date Built 1896

Newport News for Antwerp

Application submitted

5<sup>th</sup> May 1920

REMARKS—

Subscriber making Application

Mr. F. R. Webb  
(Sedgwick Collins & Co. Ltd.)  
23625/30

Interested as Broker for the Owner of Cargo

Owner

J. Westfal-Larsen  
Bergen

Not fitted Wireless

Cargo

Coal

Insurance effected at

New York

On Vessel

On Cargo

No information having been received of this Steamer since she left Newport News on the 27<sup>th</sup> Sept 1919, the Committee of Lloyd's decided on the 31<sup>st</sup> March 1920, to post a closing entry against her name in the Daily Index Books.

Latest Account Sailed from Newport News for Antwerp on the 27<sup>th</sup> Sept 1919.

**NORDANGER.**—London, Nov. 8.—In reply to inquiry asking for news of the steamer Nordanger, which left Newport News on Sept. 27 for Antwerp, Lloyd's Agent at Antwerp telegraphs Nov. 7:—Nordanger: No news.

**NORDANGER.**—London, Nov. 29.—The owners of the steamer Nordanger write from Bergen under date Nov. 24 that the steamer Nordanger left Newport News on Sept. 27 with a cargo of coal for Antwerp, and they have received no further news of the vessel.

Crew 34 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to last report }  
From Antwerp }  
1. 5. 20  
8. 5. 20

217

On the Board

5<sup>th</sup> May 1920

225

Posted Missing

12<sup>th</sup> May 1920

From Sailing to 5<sup>th</sup> May 1920  
do 12<sup>th</sup> May 1920

221

228



*Lux* of Havre, Boju, Master  
(French Steamer)

3528 Tons gross

2539 Tons Net

Date 1892  
Built

Marseilles for Oran

Application submitted

5<sup>th</sup> May 1920

Subscribers making Application

Armstrong, Evelyn-Jones, & Co. Ltd.  
24, 688/20

Owner

Cie de Vapeurs Français  
Paris

Cargo

General (774 tons)

Insurance effected at

London &amp; Bordeaux

On Vessel

On Cargo

Latest Account Sailed from Marseilles  
for Oran on the 15<sup>th</sup> March 1920Crew 75 including Master, Officers, and Apprentices  
and 46 passengers

Number of Days out

Days

From Sailing to last report  
From Oran  
22.4.20

38

From Sailing to 5<sup>th</sup> May 1920  
do 12<sup>th</sup> May 1920

51

58

REMARKS—

Interested as Owners Agents

Fitted Wireless

LUX.—Paris, March 24.—Telegrams from Toulon report the feared loss of two steamers, the steamer Lux, which left Marseilles for Oran on March 15, with passengers, and the steamer Vidauban, which left Mostaganem on March 12 for St. Louis (Rhône). Since then no news has been received of either. One tug has already left Toulon to make a search, while other vessels will shortly follow. An airship was also sent out from Aubagne Aerodrome to assist in the search, but returned to its hangar this afternoon without having seen any trace of the missing steamers, for whose safety the gravest fears are now entertained.—*Reuter*.

Toulon, March 24.—Up to now the Maritime Prefecture has received no news of the French steamers Lux and Vidauban, which have been missing for some days. No message has been received regarding these vessels from the airship or the patrol vessels which are looking out for them.—*Reuter*.

Marseilles, March 25.—French steamer Lux, for Oran, is eight days overdue. French steamer Vidauban is 10 days overdue. Reported to have been towed in.

LUX.—Paris, March 26.—Increasing anxiety is felt in Toulon regarding the fate of the cargo vessel Lux, which left Marseilles for Oran on March 15, with passengers and the steamer Vidauban, which left Benisaf (Algeria) on March 12 for Saint Louis (Rhône), of which no news has since been received. The search by tugs and airship still continues and yesterday evening the tug Milan sent a wireless message reporting that she had found some wreckage which it is feared may belong either to the Lux or the Vidauban.—*Reuter*.

Paris, March 27.—According to the latest telegrams from Toulon grave fears are entertained that the steamers Lux and Vidauban must be considered lost with all hands. The total number of persons on the Lux was 117 and on the Vidauban 25.—*Reuter*.

LUX.—Casablanca, March 25.—Steamer Lux, belonging to Compagnie Vapeurs Français, left Marseilles on March 15 for Oran and Casablanca; no news since.—*Salvage Association*.

London, March 29.—The following cable has been received from the owners of the steamer Lux:—Kindly advise English Underwriters that our vessel Lux left Marseilles on March 15 for Oran, and we suppose has foundered in mid-ocean as we are without news, notwithstanding all searches being made.

Marseilles, March 27.—According to advices from Toulon, the tugs sent in search of the steamers Lux and Vidauban have found numerous pieces of wreckage near the Balearic Islands, supposed to belong to these steamers.

LUX.—Paris, March 30.—A telegram of yesterday's date from Palma (Maj.) says that the French tug Fulton has found, north of Minorca, a lifeboat and wreckage of the steamer Lux, which left Marseilles for Oran on March 15, with passengers on board.—*Reuter*.

LUX.—Toulon, April 6.—The tug which was sent out on March 23 to look for the steamers Lux and Vidauban has returned here with wreckage belonging to the former and one of the boats of the latter of the ill-fated vessels. The search for the passengers and crews proved fruitless and it is estimated that in all 144 lives were lost.—*Reuter*.



*Susanne* of Gothenburg, Carlsson, Master  
(Swedish Barque)

573 Tons gross

469 Tons Net

Date Built 1891

New Orleans for Avonmouth

Application submitted

12<sup>th</sup> May 1920

Member making Application

Mr. H. G. Da Costa

27.331/20

Interested as Broker for Insurance  
of Cargo

Owner

Iven Salen  
Gothenburg  
Sweden

Cargo

Timber { 125,706 Staves 36 inches }  
                  { 40,000 " 42 " }

Valued at £30,500

In and over, including fettisow + Washing Overboard

Insurance effected at

Sweden

On Vessel

Lloyd's &amp; Companies

On Cargo

A letter from Lloyd's Agent at New Orleans  
dated 3<sup>rd</sup> June 1920, states: Total Weight  
of Cargo 698 Tons of which 88 Tons were  
on DeckLatest Account Sailed from New Orleans  
for Avonmouth on the 26<sup>th</sup> Sept 1919, and  
passed Port Exads the same day

SUSANNE (s.v.).—London, Jan. 22.—In reply to  
inquiry asking for latest news of the Swedish barque  
Susanne, which is reported to have left New Orleans  
on Sept. 26 for Avonmouth, Lloyd's Agent at Gothen-  
burg writes that he is informed by the owner that  
he has heard nothing of the vessel since she left  
New Orleans.

L.L. 25/1/20

Crew // including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 12<sup>th</sup> May 1920

250

On the Board

12<sup>th</sup> May 1920— do — 19<sup>th</sup> May 1920

237

Posted Missing

19<sup>th</sup> May 1920

COMMITTEE'S DECISION—



No. 3546.

Amelia Zeman of Bath (Maine) Black, Master,

(American Schooner)

738 Tons gross

Date } 1920  
Built }

679 Tons Net

Norfolk (Va) for Puerto Plata  
(San Domingo)  
about 1,000 miles

Application submitted

2<sup>nd</sup> June 1920

REMARKS—

Subscriber/ making Application

Mr. F. R. Webb,

(Sedgwick Collins & Co. L<sup>td</sup>)

30.3.20

Interested as Broker for Re-insurance  
of Hull.

Owner

A. Z. Navigation Corporation  
David Cohen & Co  
New York

Cargo

1134½ Tons Coal

Insurance effected at

United States

On Vessel

London

through Messrs P. Wigham-Richardson & Co  
On Cargo

Latest Account

Sailed from Norfolk (Va)  
for Puerto Plata (San Domingo) on the  
19<sup>th</sup> February 1920

Crew 8 including Master, Officers, and

Apprentices

Number of Days out

Days

From Sailing to last report

From Puerto Plata

31.3.20  
30.4.20

41

71

COMMITTEE'S DECISION—

On the Board

2<sup>nd</sup> June 1920

Posted Missing

9<sup>th</sup> June 1920From Sailing to 2<sup>nd</sup> June 1920

104

do — 9<sup>th</sup> June 1920

111

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with  
Lloyd's consent.



No. 3547

*Jutland*  
(British Motor Trawler)

of La Have N.S. Official No 141285, Johnson, Master.

334 Tons gross

Date Built 1918

Halifax, N.S. for the Western Banks

136 Tons Net

Application submitted

9<sup>th</sup> June 1920

Member making Application

Mr. Percy Woods  
31,683/10Interested as Broker for insurance of  
part Hull.

Owner

Jutland Limited  
Riverport, N.S.

Not fitted Wireless

Cargo

Insurance effected at

New York &amp; Liverpool

On Vessel

New York

Disbursements  
On CargoLatest Account Sailed from Halifax, N.S.  
for the Western Banks on the 3<sup>rd</sup> March 1920  
and last seen by the American Trawler  
"Walrus" on the 11<sup>th</sup> March 1920JUTLAND.—London, June 3. — The motor beam  
trawler Jutland, master Johnson, of La Have  
(N.S.), which left Halifax (N.S.) on March 3 for the  
Western Banks, is presumed to have been lost.  
The American trawler Walrus saw the Jutland on  
March 10 and in the early morning of March 11.  
About 10 a.m. on March 11 the steamer Lemberg  
picked up a boat marked "M.E.B.," which was  
the mark of one of the boats carried on the  
Jutland. Later another boat was picked up con-  
taining the body of a man who was recognised  
as the mate of the Jutland.

Crew 24 including Master, Officers, and Apprentices

Number of Days out

Days

From last seen to 9<sup>th</sup> June 1920

90

On the Board

9<sup>th</sup> June 1920— do — 16<sup>th</sup> June 1920

97

Posted Missing

16<sup>th</sup> June 1920



No. 3548

*William O'Brien**(American Steamer)*

5211 Tons gross

3143 Tons Net

Date } 1915  
Built }

of New York Herbert H. Wood Master

Official No. 213085

New York for Rotterdam

Classification - Bureau Veritas - Div 1, Class 1 for long voyages

Application submitted

REMARKS—

12<sup>th</sup> June 1920

Subscriber making Application

Mr. F. R. Webb  
(Lodgwick Collins & Co Ltd.)  
33, 645/20Interested as Broker for  
insurance of Hull

Owner

Huron Navigation Corporation  
New York

Fitted wireless

Cargo

6589 tons Coal

Insurance effected at

Lloyd's &amp; Companies

On Vessel

On Cargo

Latest Account

Sailed from New York  
for Rotterdam 15<sup>th</sup> April 1920, was  
reported 500 miles east of Philadelphia  
leaking, and sent out S.O.S. signals  
from lat. 40.00 N., long. 65.50 W. on the  
18<sup>th</sup> April 10.40 pm.

Crew 40 including Master, Officers, and — Apprentices

Number of Days out

Days

From Sailing to last report

from Rotterdam 18.6.20 64  
do do 26.6.20 72

From last heard of to 23 June 66

" " " " 30 June 73

COMMITTEE'S DECISION—

On the Board

23 June 1920

Posted Missing

30<sup>th</sup> June 1920

WILLIAM O'BRIEN. — New York, April 19. — American steamer William O'Brien, 500 miles east of Philadelphia, leaking.

L.L. 21.4.20

WILLIAM O'BRIEN. — Bermuda, April 22. — Wireless received reports American steamer William O'Brien probably foundered 18th, crew unaccounted for.

L.L. 24.4.20

WILLIAM O'BRIEN. — Liverpool, April 28. — Following received from steamer Baltic: April 18, 10 40 p.m., response S.O.S. signal from steamer William O'Brien in distress lat. 40 00 N., long. 65 50 W., hatch covers gone, taking water rapidly, proceeded towards vessel distance 28 miles. Reached position at 12 58 a.m., repeatedly called him by wireless but his signals unreadable and very weak; only decipherable signal "Sinking." Night dark, blowing fresh to strong northerly gale with high confused sea. Steamed slowly round vicinity but found no trace of vessel or crew; no distress signals seen, ship having probably foundered. Three other steamers sighted in vicinity of position. Master of steamer Minnekahda sent message saying he would relieve us and we proceeded voyage at 1 38 p.m. Minnekahda reporting later failed to find any trace of vessel.

L.L. 29.4.20

WILLIAM O'BRIEN. — Boston, April 22. — A wireless message from a cutter Acushnet states picked up name board of steamer William O'Brien in lat. 39 40 N., long. 54 56 W. The surface of the water in the vicinity was covered with oil. — "New York Journal of Commerce."

L.L. 5.5.20

WILLIAM O'BRIEN. — New York, April 25. — A lifeboat marked "Wm. O'Brien" was passed on April 20 in lat. 39 50 N., long. 65 W. — "The Sun and New York Herald."

L.L. 19.6.20



No. 3549

*Jean Stirling ex Reform**(Sailing Vessel)**Fishing Yawl**E. T. Johns Master**Old Fishing Register No. 244**Leith for St Valery sur Somme*

Tons gross

Date  
Built

1901

48.21 Tons Net

*Not Classified*

Application submitted

22<sup>nd</sup> June 1920

Member making Application

*Mr Herbert Horsley*  
*(Willis Faber & Co Ltd.)*

35.343/20

*Interested as Broker for  
insurance of Hull*

Owner

*E. T. Johns**Agents - Marwood & Co Liverpool**Not fitted wireless*

Cargo

*69 tons 17 cwt Coal*

Insurance effected at

*Companies*

On Vessel

*Lloyd's*

On Cargo

Latest Account

*Sailed from Leith  
for St Valery sur Somme 28<sup>th</sup> of  
April 1920.*

## OVERDUE VESSELS.

JEAN STIRLING (s.v.).—London, June 17.  
—Following advice has been received from  
the owners, dated June 16: Nothing has  
been heard of the sailing vessel Jean  
Stirling (ex Reform) since she left Leith  
on 28th April bound to St. Valery.

*L.L. 18 June 1920**Prior to sailing from Leith,  
negotiations were in progress to  
register this vessel at Liverpool.**Lloyd's Agent Leith 26.6.20**Permission was obtained from  
the authorities in London to  
sail without clearance.**M. J. Ellingsen & Co Brokers  
Leith 8.6.20*Crew *4* including Master, Officers, and — Apprentices

Number of Days out

Days

*From sailing to last report**from St Valery sur Somme*

48

*From sailing to 30<sup>th</sup> June*

63

*do — 7<sup>th</sup> July 1920*

70

## COMMITTEE'S DECISION—

*On the Board**30<sup>th</sup> June 1920**Posted Missing**7<sup>th</sup> July 1920*



# Tenzan Maru of Jinsen (Japan) Iwahashi, Master.

(Japanese Steamer)

3,573 Tons gross

Date 1896

Montevideo for Rio de Janeiro  
thence for Antwerp

2,665 Tons Net

Built

Classification - Lloyd's Register 100 A1 May 1919

Application submitted

1<sup>st</sup> September 1920

REMARKS-

Subscribers making Application

Furness Withy &amp; Co. Ltd.

46,437/20

Interested as Brokers for the Hudson's Bay Company.

Owner

K. Hashimoto. Japan  
under Charter to The Hudson's Bay Co.

Not fitted Wireless

Cargo

5010 Tons Wheat

Insurance effected at

Japan & re-insured in London  
(by Sedgwick Collins & Co.)

On Vessel

On Cargo

Latest Account Sailed from Montevideo  
for Rio de Janeiro & thence for Antwerp  
on the 17<sup>th</sup> May 1920.

**TENZAN MARU.**—London, July 13.—The following advices have been received from the Hudson's Bay Company dated July 13: Steamer Tenzan Maru: The above steamer was Time Chartered by us in March last for one round voyage from the United Kingdom to the River Plate and back to France. After loading at Rosario, Bajada Grande and Diamante the steamer sailed for Antwerp, with orders to coal at Rio Janeiro and Dakar en route. The last news we had as to her movements was her departure from Montevideo on May 17 with 550 tons of bunker coal and a full cargo of wheat in bulk. We have made inquiries by cable both at Rio Janeiro and Dakar, and both these places report that the steamer has not called there and that they have no news. Consequently up to the time of writing our latest information is still to the effect that she left Montevideo on May 17, and we fear she must have met with an accident and become a total loss.

L.L. 14/7/20

Crew

including Master, Officers, and

Apprentices

Number of Days out

Days

From Sailing to last report }  
From Rio de Janeiro }  
26. 8. 20 }  
— " — 3. 9. 20 }

101

109

From Sailing to 1<sup>st</sup> Sept 1920  
— do — 8<sup>th</sup> Sept 1920

107

114

COMMITTEE'S DECISION—

On the Board

1<sup>st</sup> Sept 1920

Posted Missing

8<sup>th</sup> Sept 1920



# Imperial Queen

of Grimsby, Official No. 136,215, Steel, Master.  
(British Steam Trawler)

246 Tons gross

Date 1914

Grimsby for a Fishing Voyage in the North Sea

96 Tons Net

Built

Classification - Lloyd's Register 100 A1 May 1920

Application submitted

REMARKS—

1<sup>st</sup> September 1920

Member making Application

Mr. Percy W. Harding  
(A. Blackmore & Co. L<sup>td</sup>)

48.7.11/20

Interested as Broker for insurance  
of part Hull.

Owner

Joseph Lewis

Cargo

Insurance effected at

Lloyd's

The Lincolnshire Steam  
Trawlers Mutual Insurance  
Protecting 60 L<sup>ts</sup>

On Vessel

On Cargo

Latest Account

Sailed from Grimsby for  
a fishing Voyage in the North Sea on the  
22<sup>nd</sup> July 1920, last seen on the 30<sup>th</sup> July 1920 by  
the Steam Trawler "Onward"

**IMPERIAL QUEEN.**—Grimsby, Aug. 5.  
—Fears are entertained for the safety of  
the steam trawler Imperial Queen, of  
Grimsby, which is several days overdue  
from a North Sea trip, having now been  
away 15 days. On July 30 she was seen  
by the Grimsby steam trawler Onward  
and by the course it was assumed that  
she was steaming for home, but they  
did not speak.

Crew 11 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From last seen to 1<sup>st</sup> Sept 1920

33

Defer for 4 weeks

1<sup>st</sup> Sept 1920" " " 29<sup>th</sup> Sept 1920

61

Defer for 2 weeks

29<sup>th</sup> Sept 1920" " " 13<sup>th</sup> Oct 1920

75

On the Board

13<sup>th</sup> Oct 1920" " " 20<sup>th</sup> Oct 1920

82

Posted Missing

20<sup>th</sup> Oct 1920



Ocean IV*Dutch Steam Trawler*

231 Tons gross

61 Tons Net

Date  
Built

1906

Grimby for Fishing Grounds in North Sea

Classification - Lloyd's Register 100 A.I. April 1918

of Ymuiden Official No. Y.M. 202 Prins Master

Application submitted

2<sup>nd</sup> September 1920. Re-submitted  
with Owner's letter 16<sup>th</sup> September 1920

Member making Application

Mr. Horace H. Ripley  
(Dumas & Wylie Ltd.)

47,308/20

Interested as Broker for Insurance  
of Hull

Owner

N.V. Oceaan Visscherij Maatschappij  
Oceaan IV Ymuiden

Cargo

110 tons Bunker Coals

Insurance effected at

Lloyd's and  
Companies in London

On Vessel

On Cargo

Latest Account Sailed from Grimby for  
Fishing Grounds in North Sea on  
26<sup>th</sup> May 1920, last seen on 30<sup>th</sup> May  
1920 by Dutch Steam Trawler "Java"  
in about lat. 53-53 N., long 6-15 E.OCEAAN IV.—Ymuiden, June 13.—Anxiety  
is felt for the safety of the steam trawler  
Oceaan IV., which is now 17 days out.—  
"Zee-Post."

Crew 12 including Master, Officers, and ~ Apprentices

Number of Days out

Days

COMMITTEE'S DECISION

From last seen to 22<sup>nd</sup> Sept. 1920 — 115 On the Board 22<sup>nd</sup> Sept. 1920" " " " 29<sup>th</sup> Sept. 1920 122 Posted Missing 29<sup>th</sup> Sept. 1920



No. 3553

*Bostonian*  
*British Steam Trawler*of Boston (Lines) N<sup>o</sup> 128780 Timby Master

202 Tons gross

Date

Built

1919 Boston (Lines) for North Sea Fishing Grounds

84 Tons Net

Classification - Lloyd's Register 100 A1 October 1919

Application submitted

30<sup>th</sup> September 1920

REMARKS—

Subscriber making Application

Mr H. F. Hoole  
(Harrington & White)  
52, 166/20Interested as Broker for Insurance  
of Hull.

Owners

The Boston Deep Sea Fishing  
& Ice Coy. Ltd.

Cargo

Insurance effected at

Lloyd's and Companies }  
On Vessel  
On CargoLatest Account Sailed from Boston (Lines)  
for North Sea Fishing Grounds on  
the 2<sup>nd</sup> September 1920.BOSTONIAN.—London, Sept. 17.—Hope  
has been abandoned for the safety of the  
Boston (Linc.) steam trawler Bostonian,  
which is several days overdue. It is  
feared that the vessel has been blown up  
by a mine. She carried nine hands.BOSTONIAN.—London, Sept. 27. — The  
owners write from Boston (Linc), under  
date of Sept. 23: We have now abandoned  
all hope of the safety of the steam traw-  
lers Bostonian and LINDSEY.

Crew 10 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing	to 6 <sup>th</sup> October	34
"	" 3 <sup>rd</sup> Nov <sup>r</sup>	62
"	" 10 <sup>th</sup> Nov <sup>r</sup>	69

COMMITTEE'S DECISION

On the Board 3<sup>rd</sup> Nov<sup>r</sup> 1920Posted Missing 10<sup>th</sup> Nov<sup>r</sup> 1920



*Lindsey**British Steam Trawler*

290 Tons gross

127 Tons Net

Date } 1919  
Built }of Boston (Lines) No. 143472 Lewis Master  
Boston (Lines) for North Sea Fishing Grounds  
Classification - Lloyd's Register 100-A1 November 1919

Application submitted

30<sup>th</sup> September 1920

REMARKS

Subscriber

making Application

Mr. H. F. Hoole

(Harrington &amp; White)

52/65/20

Interested as Broker for Insurance  
of Hull.

Owners

The Boston Deep Sea Fishing  
& Ice Coy. Ltd.

Cargo

Insurance effected at

Lloyd's and Companies

On Vessel

On Cargo

Latest Account Sailed from Boston (Lines)  
for North Sea Fishing Grounds on  
3<sup>rd</sup> September 1920

**LINDSAY.**—London, Sept. 17.—Hope has been abandoned for the safety of the Boston (Linc.) steam trawler *Lindsay*, which is several days overdue. It is feared that she has been blown up by a mine. She carried nine hands.

**BOSTONIAN.**—London, Sept. 27. — The owners write from Boston (Linc), under date of Sept. 23: We have now abandoned all hope of the safety of the steam trawlers *Bostonian* and *LINDSEY*.

**LINDSEY.**—See *Bostonian*.

Crew 10 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 6<sup>th</sup> October

33

"

"

3<sup>rd</sup> Nov<sup>r</sup>

61

"

"

10<sup>th</sup> Nov<sup>r</sup>

68

COMMITTEE'S DECISION

On the Board

3<sup>rd</sup> Nov<sup>r</sup> 1920

Posted Missing

10<sup>th</sup> Nov<sup>r</sup> 1920



No. 3555

Emanuel Repoulis of Piraeus, Papadoyannis, Master  
*Greek Steamer*

1367 Tons gross

Date Built 1879

Salonica for Beyrout

868 Tons Net

Classification — Not classed.

Application submitted

22<sup>nd</sup> December 1920

REMARKS—

Member making Application

Mr. A. E. Greenwell  
 (Sedgwick Collins & Co<sup>rs</sup>)  
 68,600/20

Interested as Broker for Insurance  
 of Hull.

Owner

Yannoulato Brothers  
 Piraeus

Fitted Wireless

Cargo

1392 tons Munitions

Insurance effected at

Lloyds &amp; Companies

On Vessel

Cargo belonged to the Intendance  
 Militaire Française de l'Armée d'Orient  
 and the Owners of the Vessel do not know of  
 any Insurance having been effected.

Latest Account

Sailed from Salonica for  
 Beyrout on the 1<sup>st</sup> August 1920

EMANUEL REPOULIS. — Alexandria,  
 Sept. 16. — Reported Greek steamer  
 Emanuel Repoulis, carrying ammunition,  
 destroyed by explosion.

LL. 18/9/20

Crew 27 including Master, Officers, and Apprentices  
 + 14 Passengers

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to last report  
 From Beyrout 28.11.20

119

On the Board

22<sup>nd</sup> Decr 1920

From Sailing to 22<sup>nd</sup> Decr 1920  
 — do — 29<sup>th</sup> Decr 1920

143

150

Posted Missing

29<sup>th</sup> Decr 1920



*Yute* of San Sebastian, Gomez, Master  
(Spanish Steamer)

4,880 Tons gross

Date 1884

Baltimore for Dunkirk

2,974 Tons Net

Classification - Lloyd's Register 100A1 January 1920

Application submitted

5<sup>th</sup> January 1921

Member making Application

Mr. J. H. C. Levick  
(Harris & Dixon L<sup>rs</sup>)  
70.391/20

Owner

Cia Naviera Guipuzcoana  
Bilbao

Cargo

5,318 tons American Coal  
(no deck cargo)

Insurance effected at

Lloyd's, Paris &amp; in Spain

On Vessel

Unknown

On Cargo

Latest Account Sailed from Baltimore  
for Dunkirk on the 13<sup>th</sup> Nov<sup>r</sup> 1920 and  
reported in distress Nov<sup>r</sup> 15<sup>th</sup>, 240 miles  
S.E. of Cape May (N.J.)

Crew 38 including Master, Officers, and Apprentices

Number of Days out

From Sailing to last report  
From Dunkirk  
20.1.21

Days

64

From last report to 5<sup>th</sup> Jan<sup>y</sup> 1921

49

" 19<sup>th</sup> Jan<sup>y</sup> 1921

63

" 26<sup>th</sup> Jan<sup>y</sup> 1921

70

The Lloyd's mail is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871 and is used with  
Lloyd's consent.

## REMARKS

YUTE. - Baltimore, Nov. 17. - Spanish steamer Yute in distress Cape Henry; requested assistance.

London, Nov. 18. - The Eagle Oil Transport Co. have received a message from their New York agents that the Navy Department have received a wireless message stating that an Eagle Oil Transport Co.'s steamer is proceeding to the assistance of the steamer Yute.

YUTE. - London, Nov. 25. - A communication has been received from the owners of the steamer Yute, dated Nov. 15, stating that the steamer had been delayed 24 hours by boiler trouble, but that she was proceeding on her voyage.

YUTE. - New York, Nov. 18. - Spanish steamer Yute sent a wireless call for help yesterday morning. The British steamer Euclid, bound for Rio Janeiro, reported by wireless to the Naval Communications Bureau here late yesterday that she was hurrying to the assistance of the Yute. The Yute was 240 miles S.E. of Cape May (N.J.) when she asked for help. - The New York "Journal of Commerce."

New York, Nov. 20. - Steamer Yute has not been heard from since she wirelessed for help on Nov. 17 from a position about 240 miles E.S.E. of Cape May (N.J.). Vessels in the vicinity at that time reported that they were hurrying to the Yute's assistance, but that they had been unable to find her. Among those searching for the Yute were the British steamer Euclid, the French steamer St. Nazaire, and the British steamer Novgorod. - The New York "Journal of Commerce."

YUTE. - London, Dec. 3. - Lloyd's Agent at Bilbao, having been asked to inquire of the Owners the latest news of the steamer Yute, telegraphs Dec. 3 as follows: Spanish steamer Yute sailed from Newport News Nov. 13. Expected arrive Dunkirk Dec. 3. Delayed some hours boiler trouble Nov. 15.

YUTE. - New York, Nov. 23. - Spanish steamer Yute, before reported, had not been heard of up to last night. At the office of the Oriental Navigation Company, agents here for the ship, it was said that it was believed that she was continuing her voyage to Dunkirk. - New York "Journal of Commerce."

YUTE. - London, Dec. 7. - The master of the steamer San Nazario, in answer to inquiry, states that he received a call from steamer Yute. Searched vicinity of reported position for 24 hours but saw nothing.

YUTE. - London, Dec. 8. - With reference to the report emanating from the New York "Journal of Commerce" published in "Lloyd's List" of Dec. 2, stating that the French steamer St. Nazaire was searching for the steamer Yute, Lloyd's Agent at Dunkirk telegraphed yesterday that the Master of the St. Nazaire states that he held no communication whatever with the Yute.

YUTE. - London, Dec. 13. - In reply to inquiry, Captain Williams, master of the British steamer San Nazario writes under date of Dec. 8: - On Nov. 17 at 8.40 a.m. when in lat. 37 N., long. 70 52 W., we picked up an S.O.S. call via the American steamer Huron which read "Lat. 38 05 N., long. 70 42 W., steamer Yute from Cape May." I immediately altered course and proceeded towards the position given and searched for the vessel with the British steamer Novgorod. When night fell on Nov. 18 the master of the Novgorod came to the conclusion that it was hopeless to search further as we could not get any communication from the distressed steamer. The weather during Nov. 18 was fine and clear and we could easily see ten miles in all directions from my vessel's bridge. At 6.30 p.m. I resumed my passage abandoning the search. At 7 p.m. we picked up a wireless call from the steamer Alphard which read: "Passed in lat. 38 8 N., long. 71 11 W., part of ship's bridge with a few stanchions and steering gear on it," and I have since thought that a mistake might have been made in the longitude of one degree, as that is about the position the Yute would have got to if the longitude were correct. In my opinion, if the Yute was in serious trouble at 8 a.m. on Nov. 17 the weather and sea during the night and early morning of Nov. 18 was so bad that there would not be much chance for a crippled steamer.

Inter  
of par

Insurance

A rep  
Baltin  
States:  
1 cwt,  
under

to at  
1921,  
5,318 tons  
Coal, oil

On the Bo

Posted Ma

Jan<sup>y</sup> 1921Jan<sup>y</sup> 1921



No. 3557

**Barbados**

(British Steam Trawler)

183 Tons gross

72 Tons Net

Date Built 1907

Classification - Lloyd's Register 100 A1 May 1919

of Hull, Official No 124750, Reynolds, Master.

Hull for a Fishing Voyage in the North Sea

Application submitted

19<sup>th</sup> January, 1921

REMARKS—

Member making Application

Mr. John Slater  
2665/21Interested as Broker for Insurance  
of Hull.

Owner

Hull Steam Fishing & Ice Co. Ltd.  
Hull.

Cargo

Insurance effected at

Lloyds & Companies  
(for Marine & War)

On Vessel

On Cargo

BARBADOS. — London, Nov. 20. — A Hull telegram states: It is feared that the Hull trawler Barbados, belonging to the Red Cross Fleet, has been lost with all hands in the North Sea. The vessel carried a crew of nine hands, and has been missing since Nov. 7. During the night the report of an explosion was heard and it is believed the trawler struck a mine and foundered with all hands.

Latest Account Sailed from Hull on the 21<sup>st</sup> October 1920 for a Fishing Voyage in the North Sea, last seen by the Steam Trawler "Mino" on the 6<sup>th</sup> Nov<sup>r</sup> 1920

Crew 10 including Master, Officers, and Apprentices

Number of Days out

Days

How last seen to 19<sup>th</sup> Jan<sup>y</sup> 1921

74

On the Board

19<sup>th</sup> Jan<sup>y</sup> 1921— do — 26<sup>th</sup> Jan<sup>y</sup> 1921.

81

Posted Missing

26<sup>th</sup> Jan<sup>y</sup> 1921



Minnie Sommers of Folkestone, Official No. 74624. *Truscott, 1921*

(British Barquentine)

244 Tons gross

Date Built 1876

219 Tons Net

Bo'ness for Cherbourg

Classification — Not Classd. Built under Special Survey

Application submitted

2<sup>nd</sup> February 1921

Subscriber making Application

Mr R. J. Price

(Leopold Walford (London) L<sup>rs</sup>)

5357/21

Interested as Broker for Insurance of Hull

Owner

A. H. Monkhouse

(J. Johnson Brown &amp; Co)

Newcastle-on-Tyne

Cargo

393 Tons Best Lothian Screened Coal.

No deck load

Insurance effected at

Sailing Ship Mutual Insurance Assn L<sup>rs</sup>

On Vessel

Port of Manchester Marine Insurance Co L<sup>rs</sup>

Lloyd's

On Cargo

Latest Account Tailed from Bo'ness for Cherbourg, on the 20<sup>th</sup> November 1920 and left the Firth of Forth some days later.

Crew 7 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report }  
 from Cherbourg }  
 21.1.21

62

— do — 1.2.21

73

From Sailing to 2<sup>nd</sup> Feb 1921

74

— do — 9<sup>th</sup> Feb 1921

81

COMMITTEE'S DECISION

On the Board

2<sup>nd</sup> Feb 1921

Posted Missing

9<sup>th</sup> Feb 1921

## GALE IN THE TYNE.

Newcastle-upon-Tyne, Dec. 3. — Heavy gale; great damage on river. Steamer ADOLPH WOERMANN broke adrift off Tyne Dock and collided with tier of vessels at High Buoys, also at Penny Ferry Buoys; also two steamers broke adrift from Smith's Buoys, North Shields. About two dozen steamers involved in accidents in consequence of no tugs being available owing to tugboatmen's strike.

MINNIE SOMMERS (s.v.). — Newcastle-upon-Tyne, Dec. 8. — An empty ship's lifeboat bearing the name "Minnie Sommers, Folkestone," has been washed up on Whitby Scaur. A portion of a ship's raft has been found at Staithes, near Whitby, and several spars have been picked up along the coast. — "Shields Daily Gazette."

MINNIE SOMMERS (s.v.). — London, Dec. 24. — According to information received by the Board of Trade from the owner, a lifeboat belonging to the sailing vessel Minnie Sommers, of Folkestone, which left Bo'ness for Cherbourg, with coal, was found ashore near Whitby on Dec. 6 very much damaged. On Dec. 16 a body, presumably that of the master's son, was washed up at Runswick Bay. (See LLOYD'S List of Dec. 10.)

MINNIE SOMMERS (s.v.). — London, Jan. 17. — The owners of the barquentine Minnie Sommers write from Newcastle under date of Jan. 15: The Minnie Sommers left Bo'ness on Nov. 20 for Cherbourg, with coal, but did not actually leave the Firth of Forth until some days later, and she appears to have encountered the severe weather in the North Sea at the beginning of December. Her lifeboat, badly damaged, was picked up near Whitby on Dec. 16, and the body of the master's son was washed ashore at Runswick Bay on Dec. 16, since which we have heard nothing more of either the vessel or the remainder of the crew.

L.L. 4.12.20

L.L. 10.2.21

L.L. 11.2.21



No. 3559

*Edwin* of Carnarvon, official No. 62,857. Prettyman, Master.*(British 3 Masted Schooner)*

159 Tons gross

Date Built 1873

Dysart for Cherbourg

126 Tons Net

Classification - Not Classed, Built under Special Survey Last Survey June 1907

Application submitted

REMARKS—

23<sup>rd</sup> February 1921

Subscriber making Application

Mr. R. J. Price

Leopold Walford (London) L<sup>r</sup>

8298/21

Interested as Broker for Insurance of Hull

Owner

J. W. Couch

Fore Street

St Austell

Cargo

260 Tons Coal

Insurance effected at

Sailing Ship Mutual Insurance  
+ R Crawford & Co

On Vessel

Richard Gibson &amp; Co

On Cargo

Latest Account

Sailed from Dysart for  
Cherbourg on the 29<sup>th</sup> Nov<sup>r</sup> 1920

Crew 5 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report }  
From Cherbourg }  
18.2.21

81

From Sailing to 23<sup>rd</sup> Feb<sup>y</sup> 1921  
— " — 2<sup>nd</sup> Mch 1921

86

93

COMMITTEE'S DECISION—

On the Board

23<sup>rd</sup> Feb<sup>y</sup> 1921

Posted Missing

2<sup>nd</sup> March 1921

EDWIN (s.v.).—London, Jan. 5. — The owners of the schooner Edwin, of Carnarvon, write from St. Austell, under date Jan. 4, as follows: Schooner Edwin left the Firth of Forth on or about Dec. 1 for Cherbourg, with coal, and has not since been reported. We fear that the vessel was lost in the gales on about Dec. 3 and 4. We understand that she was in company with the MINNIE SOMMERS.

## GALE IN THE TYNE.

Newcastle-upon-Tyne, Dec. 3. — Heavy gale; great damage on river. Steamer ADOLPH WOERMANN broke adrift off Tyne Dock and collided with tier of vessels at High Buoys, also at Penny Ferry Buoys; also two steamers broke adrift from Smith's Buoys, North Shields. About two dozen steamers involved in accidents in consequence of no tugs being available owing to tugboatmen's strike.



# General Horne

(British 3 masted Schooner)

184 Tons gross

Date 1919

149 Tons Net

Built

Classification - Lloyd's Register - Not Classed

Catalina N.Y. for Change Islands N.Y.

Application submitted

23<sup>rd</sup> February 1921

REMARKS-

Member making Application

Mr. L. P. Langton  
(Holmwoods + Back + Manson L<sup>rs</sup>)

9/4/21

Interested Broker for Insurance of Hull

Owner

G. C. Harris

Grand Bank. N.Y.

Cargo

Salt

Insurance effected at

Lloyds + Companies

On Vessel

At Owner's risk

On Cargo

Latest Account Sailed from Catalina N.Y.  
for Change Islands N.Y. on the 20<sup>th</sup> Nov<sup>r</sup>.  
1920.

**GENERAL HORNE** (S.V.). — New York, Dec. 21.—Schooner General Horne, owned in Newfoundland, and plying between Newfoundland ports, is missing. It is feared that she has foundered, with the loss of her crew of 10 men.—New York "Journal of Commerce."

L. L. 4.1.21

Crew 6 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report }  
From Change Islands N.Y. }  
27.1.21  
14.2.21

68

86

From Sailing to 23<sup>rd</sup> Feb 1921  
— do — 2<sup>nd</sup> Mch 1921

95

102

COMMITTEE'S DECISION

On the Board

23<sup>rd</sup> Feb 1921

Posted Missing

2<sup>nd</sup> March 1921



No. 3567

*Tay* of Dundee, Official No 89092. Leslie, Master  
(British Steamer)

178 Tons gross

Date 1885.  
Built

St Sampsons (Guernsey) for Portsmouth

69 Tons Net

Classification - Lloyds Register - Not Classed

Application submitted

REMARKS—

23<sup>rd</sup> February 1921

Member making Application

Mr. Ashlin Cuthforth  
(Kaye, Son & Co (Insurance) Ltd.)  
8054/24

Interested as Broker for Insurance of Hull.

Owner

Sea Navigation Co Ltd.  
12 Mark Lane  
E.C.

Not fitted Wireless

Cargo

Broken Granite

Insurance effected at

Lloyd's &amp; Companies

On Vessel

On Cargo

Lloyd's &amp; Companies

Applicant

TAY.—London, Feb. 6.—The steamer Tay, 178 tons gross, which left Guernsey at 7 p.m. on Jan. 26, for Portsmouth, with granite, is believed to have foundered with all hands, numbering seven. She was chartered by Mr. H. Drover, of Cowes. A derelict has been sighted off the Casquets which it is feared may be the steamer Tay, and a boat containing a broken oar, which the owners believe to have belonged to the vessel, has been picked up.

L.C. 9/2/21

Latest Account Tailed from St Sampsons  
(Guernsey) for Portsmouth on the 26<sup>th</sup> Jan'y  
1921

Crew 8 including Master, Officers, and

Apprentices

Number of Days out

Days

From Sailing to 23<sup>rd</sup> Feb 1921.

28

On the Board

23<sup>rd</sup> Feb 1921— do — 2<sup>nd</sup> Mch 1921.

35

Posted Missing

2<sup>nd</sup> March 1921



*Fylla* of *Thurio* (Denmark) *J. Hansen, Master*  
(*Danish Schooner*)

324 Tons gross

Date 1919  
Built

Campbellton (New Brunswick) for Preston

293 Tons Net

Classification - Bureau Veritas. 3/3 G. 1.1.

Application submitted

23<sup>rd</sup> February 1921.

REMARKS—

Member making Application

Mr. J. L. Forbes

(Price Forbes &amp; Co. Ltd.)

9218/21

Interested as Broker for Insurance  
of Cargo

Owner

H. A. Hansen

Thurio pr Svendborg

Denmark

Cargo

Wood

Insurance effected at

Denmark

On Vessel

Lloyd's &amp; Companies

On Cargo

Latest Account

Sailed from Campbellton  
(New Brunswick) for Preston (Launceston) on the  
14<sup>th</sup> Sept 1920

**FYLLA** (s.v.).—London, Nov. 20.—Danish schooner *Fylla*, Campbellton (N.B.) for Preston: In reply to inquiry, Lloyd's Agent at Preston telegraphs this morning: Regret Danish schooner *Fylla* not yet arrived.

L.L. 22/11/20

Crew 7 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 23<sup>rd</sup> Feb 1921

162

On the Board

23<sup>rd</sup> Feb 1921— do — 2<sup>nd</sup> Mar 1921

169

Posted Missing

2<sup>nd</sup> March 1921



No. 3563

*Albyn* of Nystad (Finland) Erikson, Master  
(Finnish Barque)

2092 Tons gross

Date 1883  
Built

Norfolk (Va) for Gothenburg,

1993 Tons Net

Classification Not Classed Built under Special Survey, last survey June 1920

Application submitted

REMARKS—

23<sup>rd</sup> February 1921

Subscriber making Application

Mr E Hamilton

10.461/21

Interested as Broker for Insurance  
of Freight

Owner

J. A. Zachariassen & Co  
Åbo  
Finland

Cargo

3384 Tons Pit Coal

No deck load

Insurance effected at

On Vessel

On Cargo

On Freight

London

Latest Account

Tailed from Norfolk (Va)  
for Gothenburg, on the 1<sup>st</sup> Oct 1920

Crew 24 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report }  
from Gothenburg }  
14.2.21

137

142

From Sailing to 23<sup>rd</sup> Feb 1921  
— do — 2<sup>nd</sup> March 1921

146

153

ALBYN (s.v.).—London, Dec. 8.—Finnish barque Albyn, Newport News for Gothenburg: In reply to inquiry Lloyd's Agent at Gothenburg telegraphs to-day:—Albyn: Have nothing to report. Further inquiries are being made and the result will be communicated as soon as possible.

L.L. 9.12.20

ALBYN (s.v.).—London, Jan. 18.—In reply to inquiry, Lloyd's agents at Newport News write under date of Jan. 4 that the barque Albyn, which left there on Sept. 29 for Gothenburg, was loaded with a full cargo of coal, but carried no deckload.

L.L. 19.1.21

NILS.—New York, Nov. 5.—Norwegian steamer Nils, which arrived Boston Nov. 2 from Copenhagen, received deck damages in heavy weather. Repairs will cost about 4000 dols.—New York "Journal of Commerce."

L.L. 16.11.20

NILS.—Boston, Nov. 8.—The damage sustained by the steamer Nils mainly occurred during an easterly gale on Oct. 25, when the vessel was east of the Grand Banks. She also sustained damage during a southerly gale on Oct. 18.

L.L. 19.11.20

COMMITTEE'S DECISION—

On the Board

23<sup>rd</sup> Feb 1921

Posted Missing

2<sup>nd</sup> March 1921



*Marion* of Guernsey, Official N° 96108, Larbalestier, Master  
 (British Schooner)  
 98 Tons gross Date 1891  
 79 Tons Net Built  
 Classification Lloyd's Register, Not Classed, but Built under Special Survey

Application submitted

2<sup>nd</sup> March 1921

REMARKS—

Subscriber making Application

Mr. S. W. Bullock/  
 (Morice Tozer & Beck L<sup>td</sup>)  
 11,522/21

Interested as Broker for Insurance of Cargo.

Owner

Guernsey Coasters L<sup>d</sup>

Cargo

Coal (162 Tons House Coal)

Insurance effected at

W & W Stocker's Club  
 49 Leadenhall Str. EC. } On Vessel

Lloyds } On Cargo

Latest Account Failed from Liverpool  
 for Fowey on the 7<sup>th</sup> Jan<sup>y</sup> 1921

ROSE. — Liverpool, Jan. 11. — Coasting steamer Rose, reported collided with an unknown schooner on Jan. 11 off Little Mouse. Schooner is presumed to have foundered as steamer Rose cruised about in vicinity but could only find wreckage. Crew believed lost.

L.L. 12/1/21

MARION (S.V.). — London, Feb. 4. — Schooner Marion, of Guernsey, Runcorn for Fowey, with coal, is supposed by the owners to have been in collision with the steamer ROSE on Jan. 8 off the Little Mouse, North Wales, and sunk. (See under Rose in LLOYD'S List of Jan. 12.)

L.L. 7/2/21

Crew 4 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 2<sup>nd</sup> Mch 1921

54 On the Board

2<sup>nd</sup> March 1921— do — 9<sup>th</sup> Mch 1921

61 Posted Missing

9<sup>th</sup> March 1921

COMMITTEE'S DECISION—



No. 3565

*Hewitt* of New York, Hansen, Master

(American Steamer)

5399 Tons gross

Date Built 1914

Sabine (Texas) for Boston (Mass)

3395 Tons Net

Classification - Lloyd's Register 100 A1 last survey July 1920

Application submitted

REMARKS—

9<sup>th</sup> March 1921

Member making Application

Mr H. Worsley  
(Willis Faber & Dumas)  
12732/21Interested as Broker for Insurance  
of Hull.

Owner

Union Sulphur Co  
New York

Filed Motion

Cargo

8400 tons crude Sulphur

Insurance effected at

Lloyd's &amp; Companies

On Vessel

On Cargo

Latest Account

Sailed from Sabine (Texas)  
for Boston (Mass) on the 20<sup>th</sup> Jan 1921 and  
last reported on Jan 25<sup>th</sup> 222 miles North  
of Jupiter (Florida)

HEWITT. — London, Feb. 5. — Following cable has been received from New York: Steamer Hewitt sailed Sabine Jan. 20 for Boston and Portland, due Boston Jan. 29, reported daily until Jan. 25 when 222 miles north of Jupiter; nothing received since. Owners requested coast radio stations endeavour communicate Hewitt and Navy Department broadcast call for steamer. No response received.

Crew 42 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

On the Board.

9<sup>th</sup> Mch 1921

Posted Missing

16<sup>th</sup> Mch 1921

From Last Wireless report to

last report from Boston

40

From last report to 9<sup>th</sup> Mch 1921

43

— do — 16<sup>th</sup> Mch 1921

50



# Esperanza de Larrinaga

of Liverpool, Official No. 124899  
Newton, Master

4981 Tons gross

Date 1907

Norfolk (va) for Reggio (Italy)

3226 Tons Net

Classification - Lloyd's Register 100 A1 last survey Dec<sup>r</sup> 1919

Application submitted

REMARKS—

6<sup>th</sup> April 1921

Member making Application

Mr. A. H. Buchanan  
(Leslie & Godwin L<sup>td</sup>)  
18/6/21

Interested as Broker for Insurance  
of part Hull

Owner

Larrinaga & Co.  
Liverpool

Fitted Wireless

Cargo

6600 Tons Wheat

Insurance effected at

London &amp; Liverpool

On Vessel

Not known

On Cargo

Latest Account Sailed from Norfolk (va)  
for Reggio (Italy) on the 2<sup>nd</sup> February 1921

Crew 40 including Master, Officers, and One Apprentices  
One Wireless Operator

Number of Days out

Days

From Sailing to last report

From Reggio

On the

Posted

From Sailing to 6<sup>th</sup> April 1921.  
— do — 13<sup>th</sup> April 1921

63

70

## "Times" 5<sup>th</sup> March 1921 HURRICANE IN THE ATLANTIC.

### FEARS FOR MANY STEAMERS.

#### PRECEDENT OF 1899.

Grave fears now prevail for the safety of several steamers which are considered overdue on Transatlantic voyages and must, it is known, have encountered extraordinarily heavy weather. To find a precedent for similar conditions it is necessary to recall the experience of precisely 22 years ago. In February-March of 1899 nine steamers and 12 sailing ships were lost in the North Atlantic. Several of the vessels which then became missing were known to have been overwhelmed by the same hurricane early in February of that year.

News has lately been received that the French steamer Victorieux, an ex-German vessel of 5,600 tons, bound from New York for Cadiz, was caught in a hurricane on February 7 last and was abandoned in lat. 39.11 N., long. 49.01 W., three days later, the steering gear being completely wrecked. Heavy seas stove in the hatches and all doors and destroyed all the lifeboats. The captain's cabin and the wireless house were washed overboard. The wireless operator was drowned, but the rest of the crew were saved by another steamer.

On February 10 the Belgian steamer Bombardier, of 3,100 tons, was abandoned in lat. 40.19 N., long. 54.10 W., while bound from New York for Antwerp.

Particulars of steamers for which fears are now expressed, together with their voyages and the additional reinsurance rates now being quoted in the London market, are as follow:—

OTTAWA.—British; 2,700 tons; owned by Anglo-American Oil Company; sailed Norfolk, Virginia, on February 2, for Manchester; 90 per cent.

ESPERANZA DE LARRINAGA.—British; 4,900 tons; owned by Larrinaga and Co.; sailed Norfolk, Va., February 2, on voyage from Galveston for Reggio; 80 per cent.

MONTE SAN MICHELE.—Italian; 5,500 tons; built at Chepstow last year; owned by Armatori Riuniti Soc. di Nav., of Genoa; sailed New York February 2 for Genoa; 80 per cent.

JOMAR.—United States; 5,600 tons; owned by U.S. Shipping Board; New York, January 29, for Piræus; 30 per cent.

CABEDELLO.—Brazilian; 3,500 tons; ex-German steamer Prussia; owned by Brazilian Government and operated by French Government; sailed Norfolk February 3 on voyage from Galveston for Oran; 20 per cent.

It will be seen that all these vessels would have encountered the same hurricane weather reported by a number of steamers which have lately arrived with damages after crossing the North Atlantic.

One of the principal steamers lost in the hurricane weather of February, 1899, was the British steamer Port Melbourne, of 4,000 tons gross. The vessel became missing while bound from New York for London with grain and oil. Another was the British steamer Sultan, which was abandoned on the voyage from Norfolk, Va., for London. Most of the vessels were lost while bound from the United States to Europe, but the British steamer Rossmore was abandoned in February, 1899, on the voyage from Liverpool for Baltimore with a general cargo.



No. 3567

*Ottawa* of London, Official No 957480, Williams, Master

(British Steamer)

2,742 Tons gross

Date Built 1888

Norfolk (Va) for Manchester

2,074 Tons Net

Classification — Lloyd's Register Not-Classed

Application submitted

REMARKS—

6<sup>th</sup> April 1921

Member making Application

Mr. H. Worsley  
(Willis Faber & Co. L<sup>td</sup>)

18485/21

Interested as Broker for Insurance  
of Hull.

Owner

Anglo-American Oil Co. L<sup>td</sup>  
London

Fitted Wireless

Cargo

3,600 Tons Reduced Mexican Fuel Oil

Insurance effected at

Lloyd's &amp; Companies

On Vessel

On Cargo

Latest Account Sailed from Norfolk (Va)

for Manchester on the 2<sup>nd</sup> Feb 1921, and  
was in Wireless communication with the  
S.S. "Dorington Court" at 8.20 pm on the 6<sup>th</sup> Feb.  
1921.OTTAWA. — London, Mar. 2. — The  
owners of the steamer Ottawa state that  
the Ottawa was in wireless communica-  
tion with the Dorington Court at 8.20  
p.m. on Feb. 6.

Crew 33 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From last report to 6<sup>th</sup> April 1921

59

On the Board

6<sup>th</sup> April 1921— do — 15<sup>th</sup> April 1921.

66

Posted Missing

15<sup>th</sup> April 1921



# Monte San Michele

of Genoa, D'Ottone, Master  
(Italian Steamer)

6,547 Tons gross

Date 1920  
Built

New York for Genoa

4,060 Tons Net

Classification - Lloyd's Register 100 A.1

last survey Oct 1920

Application submitted

REMARKS

20<sup>th</sup> April 1921

Subscriber making Application

Mr S. W. Bullock  
(Morice Foyer & Beck L<sup>rs</sup>)  
21482/21

Interested as Agent for Underwriters  
of Hull

Owner

Società di Nav. "Armatori Riuniti"  
Genoa

Fitted Wireless

Cargo

328,072 bushels Wheat &amp; Rye

Insurance effected at

Unione Italiana di Sicurtà  
Marittime, Genoa

On Vessel

On Cargo

Latest Account

Sailed from New York for  
Genoa on the 2<sup>nd</sup> Feb'y 1921 & sent out Wireless  
calls for assistance which were received by  
the S.S. "Casper" at 3.30 p.m. on the 8<sup>th</sup> Feb'y 1921

Crew 51 including Master, Officers, and 2 Apprentices

Number of Days out

Days

From last Wireless Report to

last report from Genoa

— do —

16. 4. 21

21. 4. 21.

67

72

From last Wireless Report to 20<sup>th</sup> Apr 1921

— do —

27<sup>th</sup> Apr 1921

71

78

MONTE SAN MICHELE.—London, Mar.  
7.—Steamer Monte San Michele, New York  
for Genoa: In reply to inquiry, Lloyd's  
Agent at Genoa telegraphs, Mar. 5: Monte  
San Michele has not arrived. We have no  
news.

L.L. 8/3/21

MONTE SAN MICHELE.—London, Apr.  
18.—The owners of the steamer Monte  
San Michele write from Genoa under date  
of Apr. 7:—Our steamer Monte San  
Michele left New York for Italy with a  
full cargo of cereals on Feb. 2 last. She  
had on board a crew of 51, including two  
boys. Since her sailing we have had no  
direct news. Captain Phillips, of the  
American steamer Casper, in a report for-  
warded to us from Havre, states that on  
the 8th of that month at 3.30 p.m. he re-  
ceived wireless calls for assistance from  
the steamer Monte San Michele (call let-  
ters UQV), her position being indicated  
as lat. 36 N., long. 49 40 W. These calls  
suddenly ceased after 15 minutes. Both  
the Casper and the steamer West  
Imboden, which also had received the sig-  
nals for assistance, after trying in vain  
to communicate with the Monte San  
Michele, proceeded to the position indi-  
cated, but could find no trace of the  
vessel.

L.L. 18/4/21

COMMITTEE'S DECISION—

On the Board

20<sup>th</sup> April 1921

Posted Missing

27<sup>th</sup> April 1921



No. 3569

**Fiorino** (ex "Kinrossshire") of Christiansand, Knudsen, Master.  
(Norwegian Barque)

2,340 Tons gross

Date { 1893  
Built {

Christiansand for Hampton Roads

2,194 Tons Net

Classification - Lloyd's Register 100 A1

last survey June 1920

Application submitted

REMARKS—

11<sup>th</sup> May 1921

Subscriber making Application

Mr S. Chalk.

(L. Hammond & Co<sup>rs</sup>)

24692/21

Interested as Broker for re-insurances  
of a Norwegian Company.

Owner

Mathias Hansen  
Christiansand  
Norway

Cargo

In ballast

Insurance effected at

Norway

On Vessel

On Cargo

Latest Account Sailed from Christiansand  
for Hampton Roads on the 2<sup>nd</sup> Decr 1920

**FIORINO** (s.v.).—London, Feb. 17.—In reply to inquiry asking if the Norwegian barque Fiorino, which left Copenhagen on Nov. 25 for Hampton Roads, had arrived, Lloyd's Agents at Baltimore cable Feb. 17 as follows:—Fiorino has not arrived. We have no tidings of her.

d. L. 18/2/21

Crew 25 including Master, Officers, and 2 Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to last report }  
from Baltimore }  
7.5.21  
17.5.21

156

166

On the Board

11<sup>th</sup> May 1921

Posted Missing

18<sup>th</sup> May 1921

From Sailing to 11<sup>th</sup> May 1921.  
— do — 18<sup>th</sup> May 1921

160

167



# Elizabeth Charlotte

of Carnarvon, Official No 29224, Thomas  
(British Schooner)

157 Tons gross

Date 1860

Kings Lynn for the River Tyne

116 Tons Net

Built

Classification - Lloyd's Register - not classed, last survey July 1899

Application submitted

REMARKS—

25<sup>th</sup> May 1921

Member making Application

Mr C Atkins

(C Tennant Sons &amp; Co Ltd)

and Mr R. J. Price

(Leopold Walford (London) Ltd)

24529/21

Owner

Parkside Shipping Co

A. D. Oates (Manager)

Interested as Shipper of Cargo

Interested as Re-insurance Broker  
for Club

Cargo

230 Tons Burnt Ore

Insurance effected at

Sailing Ship Mutual Insurance  
Assn Ltd  
London

On Vessel

International Co London

On Cargo

Latest Account Sailed from Kings Lynn  
(Norfolk) for the River Tyne on the 24<sup>th</sup>  
March 1921

Crew 5 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 25<sup>th</sup> May 1921.

62

On the Board

25<sup>th</sup> May 1921— do — 1<sup>st</sup> June 1921.

69

Posted Missing

1<sup>st</sup> June 1921

COMMITTEE'S DECISION—

**ELIZABETH CHARLOTTE** (s.v.). — Grimsby, Apr. 8.—Three-masted schooner Elizabeth Charlotte, owned by a Grimsby firm, left Lynn on Mar. 21 for Tyne, cargo burnt ore. No word received since of whereabouts and owners fear vessel lost.

L.L. 9/4/21

**ELIZABETH CHARLOTTE** (s.v.). — Grimsby, Apr. 20.—The owners of the three-masted schooner Elizabeth Charlotte, which left Lynn for the Tyne on Mar. 24 (not Mar. 21 as before reported) with burnt ore, state that they have now given up the vessel as totally lost.

L.L. 23/4/21

**KOBENHAVN.** — Dundee, Mar. 25. — The Kobenhavn was launched from Messrs. Ramage & Ferguson's Yard at Leith yesterday afternoon for the Danish Asiatic Shipping Company. When entering the Imperial Dock during gale the vessel was driven violently against the dockhead smashing and displacing the woodwork. — "Dundee Advertiser."

L.L. 30/3



No. 3571

*Harvester* of San Francisco, Olsen, Master  
(American Schooner)

754 Tons gross

Date Built 1871

716 Tons Net

Classification

Vavau for San Francisco  
(Tonga Islands)  
Lloyd's Register, not classed

Application submitted

1<sup>st</sup> June 1921

REMARKS—

Subscriber making Application

Mr F. R. Webb

(Sedgwick Collins & Co. L<sup>td</sup>)

25845/21

Interested as Broker for Insurance of part Cargo

Owner

The Charles Nelson & Co  
San Francisco

Cargo

790 tons Copra in bulk

Insurance effected at

On Vessel

London &amp; San Francisco

On Cargo

Latest Account Sailed from Vavau (Tonga Islands) for San Francisco on the 4<sup>th</sup> Nov<sup>r</sup> 1920.

Crew 12 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to last report }  
From San Francisco }  
28/5/21

205

On the Board

1<sup>st</sup> June 1921

From Sailing to 1<sup>st</sup> June 1921  
— do — 8<sup>th</sup> June 1921

209

216

Posted Missing

8<sup>th</sup> June 1921

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with Lloyd's consent.

**HARVESTER** (s.v.).—San Francisco, Apr. 1.—The owners of the schooner Harvester have now given up this vessel as lost. They consider that she undoubtedly met the extremely heavy weather that resulted in the loss of several vessels in that vicinity, and they consider that there is now no hope of her safe arrival. [Note.—The Harvester was on a voyage from Sydney for San Francisco, and left Vavau on Nov. 4, 1920.]

L.L. 18/4/21

**GEORGINA** (s.v.).—New York, Dec. 9.—Barquentine Georgina, which arrived at San Francisco on Dec. 3 from Léruka, reports on Nov. 16 in a heavy typhoon lost maintopmast and foretop-gallantmast.—New York "Journal of Commerce."

L.L. 25/12/20

**ROBERT R. HIND** (s.v.).—New York, Jan. 4.—Schooner Robert R. Hind, which arrived at San Francisco on Dec. 27 from Apia, reports that on Dec. 3, in lat. 34 N., long. 122 29 W., encountered heavy gales; carried away starboard fore rigging and two back stays; also split several sails.—"New York Journal of Commerce."

L.L. 19/1/21

**KLAMATH**.—San Francisco, Feb. 7.—American steamer Klamath, San Francisco for Portland (Ore.), encountered very heavy weather, wrecked and totally lost, ship and cargo. All on board saved.

L.L. 9/2/21



No. 3572

*Curieuse* of Bordeaux, Féchant, Master  
(French Schooner)

122 Tons gross

Date Built 1909

Fogo (N.F.) for Alicante

95 Tons Net

Classification - Bureau Veritas, 3/3 A - last survey June 1920

Application submitted

1<sup>st</sup> June 1921

REMARKS—

Subscribers making Application

Laurence Philipps H<sup>o</sup> L<sup>rd</sup>  
27.545/21

Interested as Brokers for insurance  
of Cargo.

Owner

J. Petibon, Paimpol, France  
P. Tréhiou, Paimpol, France  
(Agent)

Cargo

Codfish

Insurance effected at

Nantes

On Vessel

Lloyds' &amp; Companies

On Cargo

Latest Account Sailed from Fogo (N.F.)  
for Alicante on the 23<sup>rd</sup> Decr. 1920

CURIEUSE (s.v.).—Halifax (N.S.), Mar. 28.—Fears are entertained for the safety of the French schooner Curieuse, now 96 days out from Fogo (N.F.) for Oporto.—  
"The New York Herald."

L.L. 13/4/21

CURIEUSE (s.v.).—London, May 19.—According to advices from F. dated May 14 the French schooner Curieuse, Le Féchant, which left Fogo (N.F.), on Dec. 23 last for Alicante with fish, is regarded as lost as no news has been received from her since she left port and other vessels which left Fogo about the same time arrived at their destination long ago. The vessel's Owner, Mr. Petibon, was on board.

L.L. 21/5/21

Crew 6 including Master, Officers, and Apprentices  
and the Owner

Number of Days out

Days

From Sailing to last report }  
From Alicante }  
11.5.21

139

From Sailing to 1<sup>st</sup> June 1921  
" " 8<sup>th</sup> June 1921

160

167

COMMITTEE'S DECISION—

On the Board

1<sup>st</sup> June 1921

Posted Missing

8<sup>th</sup> June 1921



No. 3573

*Hawker* of St John's (N.F.) Official No 144,088, Parsons, Master/  
(British Schooner)

129 Tons gross

Date Built 1919

Patras (Greece) for Trapani (Sicily)

95 Tons Net

Classification - Lloyds Register - not classed

Application submitted

8<sup>th</sup> June 1921

REMARKS—

Member making Application

Mr. S. D. Hollingsworth  
(Lawrence Philipps & Co. L<sup>td</sup>)  
30/21/21

Interested as Brokers to Rolfe & Co. L<sup>td</sup>  
for insurance of part Hull.

Owner

The Roberts Shipping Co. L<sup>td</sup>  
St John's (N.F.)

Cargo

In ballast

Insurance effected at

London  
& Newfoundland

On Vessel

On Cargo

Lloyd's Register has been informed of  
this application

Latest Account

Sailed from Patras  
(Greece) for Trapani (Sicily) on the  
13<sup>th</sup> Feby 1921

HAWKER (s.v.).—St. John's (N.F.), Apr. 2.  
—The schooner Hawker is now overdue at  
Trapani from Patras, 45 days out. It  
is feared that some mishap has occurred.  
—"The Trade Review," St. John's (N.F.).

L.L. 20/4/21

HAWKER (s.v.).—London, June 4.—The  
owners write from St. John's (N.F.) under  
date of Apr. 25 that no news has been  
received of the schooner Hawker, master  
Parsons, since she left Patras on Feb. 13  
for Trapani, and that they consider her  
lost with her crew of six men, all told.

L.L. 6/6/21

Crew 6 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report }  
From Trapani }  
13.5.21

92

COMMITTEE'S DECISION—

On the Board

8<sup>th</sup> June 1921

Posted Missing

15<sup>th</sup> June 1921

From Sailing to 8<sup>th</sup> June 1921  
do 15<sup>th</sup> June 1921

115

122



*Svartskog* ex "Inverness-shire" of Christiansand, Nielsen, Master  
(Norwegian Barque)

2,307 Tons gross

Date Built 1894

Newport News for Buenos Ayres

2,147 Tons Net

Classification

Lloyd's Register 100 A1 - last survey July 1920

Application submitted

REMARKS—

8<sup>th</sup> June 1921

Member making Application

Mr. E. Stevenson  
(C.F. Bowring & Co (Insurance) Ltd)  
30.5.21

Interested, as Broker for Insurance  
of part Cargo

Owner

S.O. Stray & Co  
Christiansand

Cargo

3,671 tons New River Steam Coal

Insurance effected at

Norway,

On Vessel

Partly in London

On Cargo

Latest Account

Sailed from Newport News  
for Buenos Ayres on the 16<sup>th</sup> Oct. 1920

SVARTSKOG (s.v.).—London, Mar. 18.—  
In reply to inquiry, Lloyd's Agent at  
Buenos Ayres telegraphs Mar. 17: Barque  
Svartskog has not arrived. We have no  
tidings of her.

London, Mar. 18.—  
In reply to inquiry, the Owners write from  
Christiansand, under date of Mar. 14:  
Barque Svartskog not been reported since  
departure from Newport News, Oct. 16,  
1920.

d. l. 19/3/21

Crew 24 including Master, Officers, and 1 Apprentices

Number of Days out

Days

From Sailing to last report }  
From Buenos Ayres }  
4.6.21

231

COMMITTEE'S DECISION—

On the Board

8<sup>th</sup> June 1921

Posted Missing

15<sup>th</sup> June 1921

From Sailing to 8<sup>th</sup> June 1921  
— do — 15<sup>th</sup> June 1921.

235

242



No. 3575

*Douglas Adams**(British Schooner)**of Halifax N.S., Gosse, Master**Official No 116540**110 Tons gross**Date 1905**Lisbon for Twillingate N.F.**99 Tons Net**Built**Not classified*

Application submitted

*15<sup>th</sup> July 1921*

REMARKS—

member making Application

*Mr. Howard C. Back**(Holmwoods & Back & Manson, Ltd.)**37071/21**Interested as Broker for  
Hull & cargo.*

Owner

*Mr. Wm Ashbourne**Twillingate N.F.*

Cargo

*Salt*

Insurance effected at

*London Companies**On Vessel**Lloyd's**On Cargo**Lloyd's Register has been  
informed of this application*

Latest Account

*Sailed from Lisbon for  
Twillingate N.F. 12<sup>th</sup> March 1921*

DOUGLAS ADAMS (s.v.). — St. John's (N.F.), May 30.—Fears are entertained for the safety of the British schooner Douglas Adams, which left Lisbon 78 days ago for Twillingate (N.F.).—New York "Journal of Commerce."

*L.L. 21.6.21*

DOUGLAS ADAMS (s.v.).—London, Aug. 15.—The owner of the British schooner Douglas Adams, master Gosse, writes from Twillingate (N.F.), under date of June 24, that he has received no report from the vessel since she left Lisbon for Twillingate on Mar. 12. She was loaded with salt.

*L.L. 16.8.21*Crew *6* including Master, Officers, and — Apprentices

Number of Days out

Days

*From sailing to last report  
from Twillingate }*

COMMITTEE'S DECISION—

*On the Board**17<sup>th</sup> August 1921**Posted Missing**24<sup>th</sup> August 1921**From sailing to 20<sup>th</sup> July 1921 130**— do — 17<sup>th</sup> August 1921 158**— do — 24<sup>th</sup> August 1921 164*

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No. 3576

*Canastota* of Glasgow, Official No 124,242. Lockie, Master  
(British Steamer)

4,904 Tons gross

Date 1907

Sydney (N.S.W.) for Wellington (N.Z.)

3,139 Tons Net

Built

Classification - Lloyd's Register 100 A1: last survey March 1921

Application submitted

REMARKS-

10<sup>th</sup> August 1921

Member making Application

Mr. H. W. Cumming  
(P. Wigham) - Richardson (C.L.P.)  
37651/23

Interested as Broker for Insurance  
of part Hull.

Owner

Canastota Steamship Co. Ld.  
Wallsend-on-Tyne

Fitted Wireless

Cargo

103,000 Cases Benzine  
& Sundries

Insurance effected at

New York &amp; London

On Vessel

New York &amp; London

On Cargo

Latest Account Tailed from Sydney N.S.W.  
for Wellington N.Z. on the 13<sup>th</sup> June 1921

Crew 48 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report }  
From Wellington }  
3. 8. 21

51  
Posted Missing

From Sailing to 10<sup>th</sup> August 1921  
do — 17<sup>th</sup> August 1921

58  
65

COMMITTEE'S DECISION-

On the Board

10<sup>th</sup> August 192117<sup>th</sup> August 1921

CANASTOTA.—Wellington, June 22. —  
British steamer Canastota is five days  
overdue from Sydney to Wellington. Un-  
able raise her wireless telegraphy. Arriv-  
ing vessels report no speaking.

L.L. 24/6/21

CANASTOTA.—Wellington, June 25. —  
Steamer Canastota, cargo chiefly naphtha,  
has not arrived and anxiety is felt for  
her safety. Cruiser Chatham sent in  
search.

L.L. 27/6/21

CANASTOTA.—Sydney, Aug. 2. —On June  
19 the British steamer Canastota left  
Sydney for Wellington with a large cargo  
of benzine. Nothing has since been heard  
of the vessel. To-day a wireless message  
was received stating that charred debris  
had been washed ashore at Lord Howe  
Island, together with several charred ben-  
zine and tallow casks, and some boats'  
planking. It is believed that the wreckage  
is from the missing steamer Canastota.  
The Sydney Agents state to-day that it  
is highly probable that the benzine and  
tallow casks formed part of the Canas-  
tota's cargo. It is now supposed that the  
vessel was burnt at sea and that the crew  
perished. — "Morning Post."

L.L. 3/8/21



No. 3577

Chamonix of Grimsby, Official N<sup>o</sup> 140,801, Moore, Master

(British Steam Trawler)

226 Tons gross

Date 1919

Grimsby for a fishing voyage in the North Sea

88 Tons Net

Built

Classification - Lloyd's Register 100 A1 last survey February 1921

Application submitted

REMARKS—

28<sup>th</sup> September 1921

Member making Application

Mr. E. Blackmore

(Alfred Blackmore &amp; Co. Ltd.)

44, 512/21

Interested as Broker for Insurance  
of Hull

Owner

E. Cox

Grimsby

Cargo

Insurance effected at

Lloyd's, Companies &amp; Clubs

On Vessel

On Cargo

Latest Account

Sailed from Grimsby for  
a fishing voyage in the North Sea on the  
22<sup>nd</sup> July 1921, and was last seen by the Trawler  
"Gadra" on the 24<sup>th</sup> July 1921.

Crew 10 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION

From last seen to 28<sup>th</sup> Sept 1921.

66

On the Board

28<sup>th</sup> Sept 1921do 5<sup>th</sup> Oct<sup>r</sup> 1921.

73

Posted Missing

5<sup>th</sup> Oct<sup>r</sup> 1921

CHAMONIX. — London, Aug. 13. — Information has been received that the trawler Chamonix left Grimsby on July 21 for a fishing voyage in the North Sea, and up to Aug. 11 had not returned to port. The trip should have taken seven to eight days, and it is feared that the vessel has been lost with all hands.

L.L. 15/8/21

CHAMONIX. — Geestemünde, Aug. 10. — The master of the steam trawler Minister Hermes reports that at 12.45 p.m. on July 26, in lat. 56 N., long. 5 E., he passed wreckage, apparently of a steam trawler destroyed by mine explosion. A badly damaged lifeboat was marked "G.Y. 717." The accident had apparently happened but a short time previously, but no sign of life was found. — "Schiffahrt - Zeitung." (Note. — "G.Y. 717" is the fishing number of the steam trawler Chamonix. See Lloyd's List of Aug. 15.)

L.L. 18/8/21



No. 3578

# Santa Rita

of Wilmington, J. Maripuu, Master  
(American Tank Steamer)

5273 Tons gross

Date 1902  
Built

New Orleans for Spezia (Italy)

3862 Tons Net

Classification - Lloyd's Register 100 A.1. (last survey May 1921)

Application submitted

11<sup>th</sup> January 1922.

REMARKS—

Member making Application

Mr R Franks

(Sedgwick Collins & Co<sup>LD</sup>)  
959/22Interested as Broker for Insurance  
of part Hull.

Owner

American Fuel Oil & Transportation Co  
New York

Fitted Wireless

Cargo

Fuel Oil

Insurance effected at

London, Glasgow, Liverpool  
& Italy

On Vessel

New York

On Cargo

Latest Account Sailed from New Orleans  
for Spezia (Italy) on the 20<sup>th</sup> Oct 1921, and  
passed Key West on the 23<sup>rd</sup> Oct 1921

Crew 35 including Master, Officers, and Apprentices

Number of Days out

Days

From last seen to last report  
From Spezia

77

From last seen to 11<sup>th</sup> Jan 1922  
— do — 18<sup>th</sup> Jan 1922.

80

87

COMMITTEE'S DECISION—

On the Board

11<sup>th</sup> Jan 1922

Posted Missing

18<sup>th</sup> Jan 1922.

SANTA RITA.—London, Dec. 5.—Following is extract from cable received from New York, dated Dec. 3: American steamer Santa Rita, New Orleans, Oct. 20, Italy, last spoken Key West. Fear total loss.

L.L. 6/12/21

SANTA RITA.—London, Dec. 6.—In reply to inquiry, Lloyd's Agents at Genoa telegraph Dec. 6: Steamer Santa Rita has not arrived. We have no tidings of her.

L.L. 7/12/21

SANTA RITA.—London, Dec. 8.—In reply to inquiry Lloyd's Signal Station Gibraltar telegraphs Dec. 7: American steamer Santa Rita not seen or been in communication radio.

L.L. 9/12/21

SANTA RITA.—Genoa, Dec. 6. — Steamer Santa Rita: According to advices received from the consignees of the cargo of oil shipped at New Orleans, whence the vessel sailed on Oct. 20, she signalled her passage off Key West on Oct. 23, since when there have been no tidings of her, although she is fitted with wireless. The consignees, therefore, consider the vessel totally lost.

L.L. 13/12/21

SANTA RITA.—London, Dec. 19.—The following advices have been received from New York, dated Dec. 2:—The American Fuel Oil and Transportation Company have notified that the steamer Santa Rita left the port of New Orleans on Oct. 20, 1921, at 6 p.m., bound for Spezia, Italy. The vessel had a full cargo of fuel oil. The shipowner has not heard from the ship since the time she left New Orleans, except it has been reported that she spoke at Key West on Oct. 24. The shipowner advised that her passage even with heavy weather would have been 25 days.

L.L. 20/12/21



No. 3579

Bess Mitchell of Guernsey, Official No 60653, W. Massey, Master  
(British Schooner)

Tons gross

Date Built 1871

Svansea for Guernsey

99 Tons Net

Classification - Lloyd's Register - Not classed

Application submitted

11<sup>th</sup> January 1922

REMARKS—

Subscriber making Application

Mr. R. J. Price  
(Leopold Walford (London) L<sup>td</sup>)  
762/22

Interested as Broker for Insurance of Hull.

Owner

Sarnia Shipping Co L<sup>td</sup>  
Guernsey

Cargo

180 Tons Anthracite Coal

Insurance effected at

Sailing Ship Mutual  
Insurance Ass<sup>n</sup>  
London

On Vessel

On Cargo

Latest Account

Sailed from Swansea  
for Guernsey on the 31<sup>st</sup> Oct<sup>r</sup> 1921.

Crew 4 including Master, Officers, and — Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to 11<sup>th</sup> Jan<sup>y</sup> 1922

72

On the Board

11<sup>th</sup> Jan<sup>y</sup> 1922— do — 18<sup>th</sup> Jan<sup>y</sup> 1922

79

Posted Missing

18<sup>th</sup> Jan<sup>y</sup> 1922



*Silba* of London. Official No 85,118. Wallace, Master  
(British Steamer)

369 Tons gross

Date 1880  
Built

Seaham Harbour for Lerwick

191 Tons Net

Classification - Lloyd's Register - not classed

Application submitted

25<sup>th</sup> January 1922.

REMARKS—

Member making Application

Mr W. A. Young

(Hansen Bros Young & Gillett)  
3872/22Interested as Broker for Insurance  
of Hull

Owner

L. E. Gillett.

Not fitted Wireless

Cargo

383 tons 6 cwt Coal

Insurance effected at

Lloyd's &amp; Companies

On Vessel

On Cargo

Latest Account Sailed from Seaham Harb.  
for Lerwick on the 15<sup>th</sup> Decr 1921.

**SILBA.**—London, Dec. 29.—In reply to inquiry Lloyd's Agent at Lerwick telegraphs, Dec. 28: Regret Silba not arrived, no news of her since leaving Seaham. [Note: British steamer Silba left Seaham on Dec. 15 for Lerwick.]

L.L. 30/12/21

Crew 10 including Master, Officers, and — Apprentices

Number of Days out

Days

From Sailing to 25<sup>th</sup> Janr 1922

41

On the Board.

25<sup>th</sup> Janr 1922do — 1<sup>st</sup> Febr 1922.

48

Posted Missing

1<sup>st</sup> Febr 1922

COMMITTEE'S DECISION—



No. 3581

**Stevenstone** of London, Official No 146064, Prout, Master  
(British Steamer)

873 Tons gross

Date Built 1921

Blyth for Elsinore

437 Tons Net

Classification - Lloyd's Register 100.A.1. Last survey August 1921

Application submitted

REMARKS—

25<sup>th</sup> January 1922

Member making Application

Mr W. A. Young,  
(Hansen Bros Young & Gullett)  
3871/22

Interested as Broker for Insurance of Hull.

Owner

Hansen Shipping Co Ltd  
Cardiff

Not fitted Wireless

Cargo

963 tons 8 cwt Coal

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account Sailed from Blyth for  
Elsinore on the 16<sup>th</sup> Decr 1921

STEVENSTONE.—Elsinore, Dec. 24.—British steamer Stevenstone, which sailed from Blyth on Dec. 16, bound for this port, has not arrived, and anxiety is felt for her safety.

L.L. 28/1/22

Crew 16 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to last report }  
From Elsinore }  
19.1.22

34

On the Board

25<sup>th</sup> Jan 1922

From Sailing to 25<sup>th</sup> Jan 1922  
do 1<sup>st</sup> Feb 1922

40

47

Posted Missing

1<sup>st</sup> Feb 1922



Adderstone

(British Steamer)

1532 Tons gross

Date Built 1920

830 Tons Net

Classification - Lloyd's Register 100 A.1. Last Survey August 1921

Tyne for Hamburg

Application submitted

25<sup>th</sup> January 1922

REMARKS-

Members making Application

Mr F. J. Skivington  
(A. Blackmore & Co. Ltd.)  
33/17/22Interested as Broker for Insurance  
of Hull

Owner

Alexander Bros  
Newcastle-on-Tyne

Not fitted Wireless

Cargo

2233 tons 10 cwt Coal

Insurance effected at

Lloyd's

On Vessel

Lloyd's

On Cargo

Latest Account Sailed from the Tyne for  
Hamburg on the 30<sup>th</sup> Decr 1921

ADDERSTONE.—London, Jan. 5.—In reply to inquiry, a telegram received from Yarmouth, timed 4 p.m. to-day, states:—Cannot see Adderstone or MALM. Several steamers riding southerly.

Hamburg, Jan. 5.—British steamer Adderstone, Tyne for Hamburg, has not arrived and anxiety is felt for her safety.

ADDERSTONE.—London, Jan. 14.—A South Shields message says: The steamer Adderstone, which left the Tyne for Hamburg on Dec. 30, has been given up as having been lost in the recent gale. Although the voyage generally occupies only two days, nothing has been heard of the Adderstone since she left port. She carried a crew of 19, and was, of 1532 tons gross.

Crew 19 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report  
From Hamburg

COMMITTEE'S DECISION-

Defer for 7 days

25<sup>th</sup> Jan 1922

On the Board

1<sup>st</sup> Feb 1922

Posted Missing

8<sup>th</sup> Feb 1922From Sailing to 25<sup>th</sup> Jan 1922

26

do 1<sup>st</sup> Feb 1922

33

do 8<sup>th</sup> Feb 1922

40

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No. 3583

*Elleray* of Newcastle-on-Tyne, Official N° 122,830. Carr. Master.  
(British Steamer)

1,201 Tons gross

Date Built 1905

Hartlepool for London

718 Tons Net

Classification - Lloyd's Register. 100 A 1. last survey July 1921

Application submitted

REMARKS—

25<sup>th</sup> January 1922.

Member making Application

Mr F. J. Skirvington  
(A. Blackmore & Co<sup>rs</sup>)  
3305/22.

Interested as Broker for Insurance of Hull.

Owner

Sharp Steamship Co<sup>rs</sup>  
Newcastle on Tyne

Not fitted Wireless

Cargo

1,683 tons Coal

Insurance effected at

Lloyd's

On Vessel

Lloyd's

On Cargo

Latest Account Sailed from Hartlepool  
for London on the 3<sup>rd</sup> Jan<sup>y</sup> 1922.

ELLERAY.—London, Jan. 9.—A telegram received from the owners of the steamer Elleray states: Grave fears are entertained for the safety of the steamer Elleray. She sailed, loaded, from Hartlepool for London at 6 p.m. on Jan. 3. Inquiries along the coast have, so far, been fruitless.

LL 10/1/22.

ELLERAY. — London, Jan. 13.—A South Shields message says: The Sharp Steamship Company have practically given up hope for the safety of the Newcastle steamer Elleray, which left Hartlepool (not Liverpool as before reported) on Jan. 3 for London, and has not been heard of again. She carried a crew of 18 hands, most of whom belong to the North of England. It is presumed the vessel foundered in the recent storm in the North Sea.

LL 14/1/22

Crew 18 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to 25<sup>th</sup> Jan<sup>y</sup> 1922.

22

Defer for 7 days

25<sup>th</sup> Jan<sup>y</sup> 1922do 1<sup>st</sup> Feb<sup>y</sup> 1922.

29

do 8<sup>th</sup> Feb<sup>y</sup> 1922.

36

On the Board

1<sup>st</sup> Feb<sup>y</sup> 1922

Posted Missing

8<sup>th</sup> Feb<sup>y</sup> 1922



**Ottilde** of Lübeck, Niemann, Master  
(German Motor Schooner)

196 Tons gross

Date Built 1921

Cuxhaven for Goole

136 Tons Net

Classification - Germanischer Lloyd 100 A 4 years

Application submitted

8<sup>th</sup> March 1922.

REMARKS—

Subscribers making Application

The Maritime Insurance Co. Ltd.  
LiverpoolInterested as Underwriters for  
part Cargo

Owner

Wilhelm Wolff  
Lübeck

Not fitted Wireless

Cargo

Barley.

Insurance effected at

Rosita Insurance Co. Copenhagen

On Vessel

Copenhagen Marine Insurance Co.

On Cargo

Latest Account Sailed from Cuxhaven  
for Goole on the 26<sup>th</sup> Dec<sup>r</sup> 1921

**OTTILDE** (aux.)—Lübeck; Jan. 17. — Anxiety is felt for the safety of the motor schooner Ottilde, of Lübeck, master Niemann, which passed Cuxhaven on Dec. 26 on the voyage from Korsör to Goole, with barley, and has not been reported arrived.—"Weser Zeitung."

L.L. 23/1/22

**OTTILDE**—Hull, Mar. 1. — According to a letter received from the owners, the motor schooner Ottilde, of Lübeck, master Niemann, which left Cuxhaven on Dec. 26 for Goole, cargo barley, is presumed to have been lost during the severe storms at the end of December and the beginning of January. On Jan. 5 the Cuxhaven pilot steamer picked up a boat marked "Ottilde—Lübeck" in the Elbe. The Ottilde was a new vessel, and was making her third voyage. She carried a crew of eight.

L.L. 2/3/22

## GALE AT ROTTERDAM.

Rotterdam, Dec. 28.—Heavy W.S.W. gale. Following vessels broke from their moorings:—British steamer KATHIAWAR, Dutch steamers ALKAID and TAMBORA, French steamers GAP and ALBI, German steamer ANTONINA, and Italian steamers GUZCO and ATLANTICO, Dutch steamers HOLLANDSCHDIJF, MARSDIJK, MERWEDE and IBERIA and Italian steamer ARNALDO DA BRESCIA.

L.L. 29/1/22

Crew 8 including Master, Officers, and — Apprentices

Number of Days out

Days

From Sailing to 8<sup>th</sup> Mch 1922.

72

On the Board

8<sup>th</sup> March 1922.— " — 15<sup>th</sup> Mch 1922.

79

Posted Missing

15<sup>th</sup> Mch 1922

COMMITTEE'S DECISION



No. 3585

G. H. Bervan of Fowey, Official No 60,637, Bishop, Master  
(British. Ketch)

Tons gross

Date

1869

Depart for Plymouth

77 Tons Net

Classification

not classed

Application submitted

8<sup>th</sup> March 1922.

REMARKS—

Subscribers making Application

Mr D. E. W. Gibb

11347/22

Interested as Broker for Insurance  
of Cargo.

Owner

J. C. Gould  
Cardiff

Cargo

149 tons 17 cwt Depart  
large Steam Coal

Insurance effected at

Sailing Ship Mutual Insurance  
Association Ltd. } On Vessel

On Cargo

Latest Account

Sailed from Depart for  
Plymouth on the 2<sup>nd</sup> January 1922.

Crew 4 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 8<sup>th</sup> Mch 1922.

65

On the Board

8<sup>th</sup> Mch 1922.— do — 15<sup>th</sup> Mch 1922.

72

Posted Missing

15<sup>th</sup> Mch 1922.

COMMITTEE'S DECISION—



No. 3586

*Pemsko*

(British Steamer)

of Llanelly, Official. N° 102/130, Munnings, Master

370 Tons gross

Date Built 1894

Burry Port for Dublin

142 Tons Net

Classification - Lloyds Register 100A1 last survey Dec<sup>r</sup> 1919

Application submitted

29<sup>th</sup> March 1922

REMARKS-

Subscriber making Application

Mr. J. D. Stobart

(Staley, Radford & France Fenwick, Ins<sup>rs</sup>) L<sup>td</sup>  
17,336/22Interested as Insurance Broker  
for Hull

Owner

Pembrey Steamship Co<sup>l</sup>  
Burry Port  
S. Wales

Not fitted Wireless

Cargo

384 Tons Anthracite Coal

Insurance effected at

Lloyds &amp; Companies

On Vessel

On Cargo

Latest Account Sailed from Burry Port  
for Dublin on the 1<sup>st</sup> March 1922

**PEMSCO.**—Fishguard, Mar. 6.—Inquiries received for coaster Pemsco, of Llanelly, which left Burry Port for Dublin on Mar. 1 with coals: Have made full inquiries but no tidings received.—Lloyd's Agent.

L.D. 17/3/22

**PEMSCO.**—London, Mar. 9.—Fears are entertained for the safety of the Burry Port steamer Pemsco, which left Burry Port on Mar. 1 with a cargo of anthracite for Dublin, usually twenty hours run, and has not since been heard of.

L.D. 17/3/22

Crew 9 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 29<sup>th</sup> Mch 1922

28

On the Board

29<sup>th</sup> Mch 1922" " 5<sup>th</sup> April 1922

35

Posted Missing

5<sup>th</sup> April 1922

COMMITTEE'S DECISION—



No. 3587

*Cheshire* of Liverpool, Official No 118,144, Croft, Master.

(British Steamer)

633 Tons gross

Date Built 1904.

Port Talbot for Fécamp

255 Tons Net

Classification - Lloyd's Register 100 A.1. Last Survey Feb 1921.

Application submitted

5<sup>th</sup> April 1922.

REMARKS—

Subscriber making Application

Mr. J. Chalk

(L. Hammond &amp; Co. Ltd.)

19.476/22

Interested as Broker for Insurance of Hull.

Owner

J. J. Mack Hous

14 Water Street

Liverpool

Not fitted Wireless

Cargo

691 Tons Large Steam Coal

Insurance effected at

London &amp; Liverpool

On Vessel

On Cargo

CHESHIRE.—Liverpool, Mar. 13. — The owners of the steamer Cheshire state that they have no recent news of this vessel, and that they are anxious in regard to her safety. The steamer left Port Talbot at 9.30 p.m. on Mar. 6, and was reported passing the Lizard at 8 p.m. on Mar. 7, bound for Fécamp. They wired their agent at Fécamp on Mar. 11, who replied on that day that the vessel had not arrived.

L.L. 14/3/22

CHESHIRE.—London, Mar. 15.—Steamer Cheshire, which left Port Talbot on Mar. 6 for Fécamp: In reply to inquiry Lloyd's Agent at Havre telegraphed yesterday that the vessel had not arrived at Fécamp.

L.L. 16/3/22

CHESHIRE.—Fécamp, Mar. 16. — British steamer Cheshire, of Liverpool, which left Port Talbot on Mar. 6 for Fécamp, cargo coal, has not since been heard of. In view of the violent storm which was raging at the time of the vessel's departure, it is feared that she has been lost with all hands. The crew consisted of 12 men.—Reuter.

L.L. 18/3/22

CHESHIRE.—London, Mar. 18.—According to a letter received by the Board of Trade from H.M. Consul-General at Antwerp, the master, Furlong, of the British steamer Echo, reports that at 10 a.m. on Mar. 8, when 16 miles E.S.E. from Start Point, he saw a three-masted steamer, name and nationality unknown, founder at a distance of about 1½ miles from the Echo. The unknown steamer was heading westward and when the Echo passed over the spot seven or eight minutes later there was no trace of survivors or wreckage. It was blowing an extremely heavy N.W. gale at the time. [Note.—The above possibly refers to the steamer Cheshire. See "Overdue Vessel" in Lloyd's List of Mar. 14, 16 and 18.]

L.L. 20/3/22

Latest Account Sailed from Port Talbot on the 6<sup>th</sup> March 1922 for Fécamp (France) and passed the Lizard on the 7<sup>th</sup> March 1922.

Crew 12 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

On the Board

5<sup>th</sup> April 1922

Posted Missing

12<sup>th</sup> April 1922

From last seen to last report  
from Fécamp

From last seen to 5<sup>th</sup> April 1922.  
— " — 12<sup>th</sup> April 1922.

29  
36



**Grontoft** of Haugesund, Westhassel, Master  
(Norwegian Steamer)

2056 Tons gross

Date Built 1891

Norfolk (Va) for Esbjerg

1264 Tons Net

Classification - Lloyd's Register 100 A.1. last survey March 1921

Application submitted

REMARKS-

26<sup>th</sup> April 1922.

Member making Application

Mr W.E. Hargreaves  
(C.D. Bowring & Co (Insurance) Ltd.)  
22297/22

Interested as Broker for Insurance of Cargo.

Owner

J.H. Skogland & Son  
Haugesund  
Norway

Fitted Wireless

Cargo

2679 Tons Corn.

Insurance effected at

Norway

On Vessel

Lloyds &amp; Companies

On Cargo

Latest Account Sailed from Norfolk (Va)  
for Esbjerg on the 20<sup>th</sup> Feb 1922, and sent  
out Wireless Signals of distress on the 2<sup>nd</sup>  
March 1922 in lat 47.48 N long 41.24 W.

Crew 26 including Master, Officers, and

Apprentices

Number of Days out

Days

From last Wireless Report to

last report from Esbjerg

20 11 22

56

From last Wireless Report to 26<sup>th</sup> April

do

3<sup>rd</sup> May

55

62

COMMITTEE'S DECISION-

On the Board

26<sup>th</sup> April 1922

Posted Missing

3<sup>rd</sup> May 1922

GRONTOLT. — London, Mar. 5. — The owners of the steamer Estonia cable from Copenhagen, Mar. 5, as follows: — Steamer Estonia reports following: Mar. 2, 10 a.m., received S.O.S. from steamer Grontoft, distant 45 miles, hurricane. Arrived position Grontoft 4 15 p.m., searched until dark. No trace steamer wreckage or crew; 6 30 p.m. proceed voyage.

L.L. 6/3/22

GRONTOLT. — London, Mar. 7. — In reply to inquiry following radio received from British steamer Batsford, via Valentia, Mar. 6: 4 p.m. Greenwich, Mar. 2, S.O.S. via Estonia, Grontoft sinking in lat. 47 48 N., long. 41 24 W., all boats smashed, blowing whole gale. Estonia was 32 miles distant from Grontoft at that time and went to assistance and reported Mar. 3 nothing seen or heard from Grontoft.

L.L. 8/3/22

London, Mar. 7. — The Red Star Line steamer Kroonland, which arrived at Plymouth to-day after a very stormy passage from New York, reported the receipt of a wireless call in mid-ocean from the steamer Greenstuff (? Grontoft), which reported she was sinking. Several vessels which went to the vessel's assistance could find no trace of her.

GRONTOLT. — New York, Mar. 8. — The steamer Estonia brings news of the sinking of the Norwegian freighter Grontoft on Mar. 2, some 600 miles off the Newfoundland Banks. Thirty-five of the crew perished in mountainous seas. The Estonia, on receiving the last S.O.S. "Sinking stern fast, decks awash," rushed at full speed for 100 miles through the terrific storm, but nothing could be seen of the doomed ship and crew. — "Daily News."

L.L. 10/3/22



No. 3589

Brackenholm

(British Schooner)

Tons gross

87 Tons Net

Date { 1869  
Built {Ramsey for Truro  
(Isle of Man)

of Bideford, Official No 58731, Weaver, Master

Application submitted

10<sup>th</sup> May 1922.

REMARKS—

Member making Application

Mr H. Worsley  
(Willis Faber & D<sup>o</sup>)  
26.3.41/22Interested as Broker for Insurance  
of Hull.

Owner

J Hutchings  
Appledore

Cargo

Coal (176 Tons 9 cwt)

Insurance effected at

London + Appledore

On Vessel

London.

On Cargo

Latest Account Sailed from Ramsey (Isle of Man)  
for Truro on the 10<sup>th</sup> Mch 1922

**BRACKENHOLM** (s.v.).—London, Apr. 3.  
—In reply to inquiry, Lloyd's Agents at  
Falmouth write under date of Apr. 1:—  
Up to the time of writing the British  
schooner Brackenholm has not yet  
arrived. We have also made inquiries at  
Truro and have been informed that the  
vessel has not arrived there, nor is there  
any news of her there.

A.L. 4/4/22

Crew 11 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION

From Sailing to 10<sup>th</sup> May 1922

61

On the Board

10<sup>th</sup> May 1922do 17<sup>th</sup> May 1922

68

Posted Missing

17<sup>th</sup> May 1922



Rapid

(British Ketch)

of Colchester, Official No 55268 Gibben, Master

Tons gross

Date

1866

Whitstable for Limerick

44 Tons Net

Built

Classification - Not Classed

Application submitted

24<sup>th</sup> May 1922

REMARKS-

Subscribers making Application

Black Moore &amp; Co

28772/22

Interested as Brokers for Insurance  
of Hull.

Owner

G. E. Goodbody  
Limerick

Cargo

In ballast

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account Sailed from Whitstable  
for Limerick on the 31<sup>st</sup> Mch 1922.

**RAPID** (s.v.).—Whitstable, May 3.—  
Ketch Rapid, of Colchester, Gibben, left  
Whitstable on Mar. 31 for Limerick, with  
gravel and wooden T.N.T. drying trays.  
On Apr. 1 the wind increased to a gale  
with heavy snow squalls, and it is sup-  
posed that the vessel was lost in the  
English Channel.

**RAPID** (s.v.).—Penzance, May 8.—A ship's  
boat, 14 ft. long, marked "Rapid,  
Colchester," was recently found floating  
at sea 70 miles W. by N. of Bishop Rock  
Lighthouse, and brought to Newlyn by a  
fishing steamer.

Crew 4 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 24<sup>th</sup> May 1922

54

On the Board

24<sup>th</sup> May 1922

— do —

31<sup>st</sup> May 1922

61

Posted Missing

31<sup>st</sup> May 1922

COMMITTEE'S DECISION—



No. 3591

Dersingham

(British Brig)

337 Tons gross

297 Tons Net

Date Built 1918

of Port Louis, Mauritius, Official No. 139386

Singapore for Port Louis, Mauritius

Application submitted

14<sup>th</sup> June 1922.

Subscriber making Application

Mr. W. S. Barker

Arbutnot Latham &amp; Co. 31/09/22

Owner

Joseph Mervin  
Port Louis

Cargo

Planks

Insurance effected at

Lloyd's &amp; Companies

On Vessel

On Cargo

Latest Account

Sailed from Singapore  
for Port Louis, Mauritius, on the 18<sup>th</sup> Oct<sup>r</sup>  
1921, and was last seen on 31<sup>st</sup> Oct<sup>r</sup> 1921 by  
the Master of the Schr "The Gardner Williams"

Crew 16 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

On the Board

14<sup>th</sup> June 1922

Posted Missing

21<sup>st</sup> June 1922From last seen to 14<sup>th</sup> June 1922.

226

— " — " 21<sup>st</sup> June 1922

233

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*21/10/22*

**DERSINGHAM** (s.v.). — Port Louis (Mauritius), Feb. 6.—Fears are entertained for the safety of British brig Dersingham, Singapore for Mauritius, 111 days out.

L.L. 8/2/22.

**DERSINGHAM** (s.v.).—Mauritius, Mar. 28.—Barquentine St. Geran, on her return from Diego Garcia and Peros Banhos, reported that some small wreckage in the shape of a piece of wood marked "spare motor parts" and some pitch pine had washed ashore. As the Dersingham had two motors on board and had undergone some repairs at Singapore, it was suggested that the wreckage might have come from her (See Lloyd's List of Mar. 29.)

L.L. 29/3/22

**DERSINGHAM** (s.v.), London, Apr. 8. — British brig Dersingham, Singapore for Mauritius: In reply to inquiry, Lloyd's Agents at Mauritius cable Apr. 7 as follows: No further information has been received. (See Lloyd's List of Mar. 29.)

L.L. 10/4/22

**DERSINGHAM** (s.v.). — Port Louis (Maur.), Mar. 27. — Barquentine Saint Geran from Diego Garcia, reports small quantity of wreckage washed ashore at Diego Garcia, suggested from British brig Dersingham, of which we are doubtful, now 160 days out.—Lloyd's Agents. (Note. —The Dersingham left Singapore on Oct. 18 last for Mauritius.)

L.L. 27/3/22



*Kerrier* of Tréguier, Le Moign. Master  
(French Schooner)

121 Tons gross

Date 19/14  
BuiltCardiff for Lannion  
(France)

92 Tons Net

Classification - Bureau Veritas 3/3

Application submitted

REMARKS—

14<sup>th</sup> June 1922.

Member making Application

Mr F. Y. Finch

32407/22

Interested as Broker for Insurance  
of Cargo

Owner

Joseph Dugeperoux  
Pleubian  
France

Cargo

173 <sup>1</sup>/<sub>2</sub> Tons Large Steam Coal

France

On Vessel

Lloyd's

On Cargo

Latest Account Sailed from Cardiff for  
Lannion on the 11<sup>th</sup> April 1922

Crew 6 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report }  
From Lannion }From Sailing to 14<sup>th</sup> June 1922.  
" " 21<sup>st</sup> June 1922

64

71

On the Board

14<sup>th</sup> June 1922

Posted Missing

21<sup>st</sup> June 1922

KERRIER (s.v.).—London, May 11.—  
French schooner Kerrier, which left the  
Bristol Channel on Apr. 11 for Lannion:  
Information has been received that this  
vessel has not yet arrived at destination.

## GALE AT ELYMOUTH.

Elymouth, Apr. 15.—During heavy  
southerly gale last night damage was  
caused to the promenade pier, and some  
small pleasure craft were also sunk.

Elymouth, Apr. 17.—The Princess Royal  
pier, Great Western Docks, sustained  
damage, also various offices on the sea  
front, during the gale of Apr. 14-15.

## GALES ON THE FRENCH COAST.

Paris, Apr. 16.—During the past three  
days the coasts of France have been swept  
by heavy storms, and there has been con-  
siderable loss of life and property. Four  
fishing boats were lost off Brest yesterday,  
and there is grave anxiety as to the fate  
of other boats which have not yet returned.  
The cargo boat ARMAND BLANCHE  
foundered off La Rochelle during night of  
Apr. 14.—"The Daily Telegraph."

COMMITTEES DECISION—



**El Kahira** of London, Pepperell Master, Official No. 110.140

(British Steamer)

2034 Tons gross

Date } 1892  
Built }

853 Tons Net

Classification - Bureau Veritas 3/3 Last survey February 1920

Application submitted

16<sup>th</sup> August, 1922

REMARKS—

Members making Application

Mr. G. H. Carlton Levick O.B.E.  
(Harris & Dixon L<sup>td</sup>)

45790/22

Interested as Broker for Insurance  
of part hull

Owner

The Grading & Coaling Coy., Ltd.,  
16/17 Great St Helens,  
London E.C.3

Not fitted Wireless

Cargo

1300 tons Sugar

Insurance effected at

Lloyd's & Companies

On Vessel

do.

do.

On Cargo

Latest Account

Sailed from London on the 7<sup>th</sup> July  
1922 for Algiers Genoa and Naples, and  
was last seen on the 9<sup>th</sup> July, 1922 by  
L.S. "Staffa" about 12 miles west of  
Casquets

Crew 28 including Master, Officers, and — Apprentices

Number of Days out

Days

From sailing to last report }  
from Algiers }

141

On the Board

From date last seen to 23<sup>rd</sup> Aug 1922 - 145

30<sup>th</sup> Aug 1922 - 52

The Lloyd's mark is owned by Lloyd's a body incorporated under the Lloyd's Act 1871, and  
Lloyd's consent

## THE MISSING "EL KAHIRA."

### BAD CHANNEL WEATHER.

On Wednesday the British steamer *El Kahira*, which left London on July 7 for Algiers, Genoa and Naples, was withdrawn from the re-insurance market as uninsurable. It was known that the vessel passed down the Channel about the same time as the London & Edinburgh Shipping Company's steamer *Staffa*, which has just arrived back in London from Seville, and yesterday an interview was obtained with the Chief Officer of the *Staffa* at her berth in the London Dock.

The *Staffa*, he stated, was in company with *El Kahira*, going down Channel, from 3.30 p.m. to 5 p.m. on July 9. About 4 p.m. those on the *Staffa* observed *El Kahira* ship a heavy sea, which swept her decks, carrying away part of the bridge. No signals of distress were hoisted by *El Kahira*, and her lights were seen later on the same night in a position about 12 miles west of the Casquets. The *Staffa*'s log shows the following weather:—July 9, 4 a.m.: Heavy westerly gale, heavy sea, squally, ship pitching and rolling heavily. Shipping heavy seas fore and aft. July 9, 8 p.m.: Gale moderating.

A report which has just been received by mail from Lloyd's Agent at Mazarron (near Carthage) also throws light on the type of weather which *El Kahira* must have met. This report states that the Spanish steamer *Tenu Lubra*, which left the Tyne on July 4 with coal and coke, and called in Tor Bay on July 10, experienced very severe weather in the Channel. The sea swept away her deckload, consisting of about 95 tons of coke, and she nearly foundered. "To judge by accounts," the report adds, "it must have been a case of touch and go." The captain and crew held a thanksgiving service for their deliverance in the church at Mazarron.

*El Kahira* was a steamer of 2034 tons gross, built at Glasgow in 1892. She will be well known to travellers in the Near East, as for many years she traded in the fleet of the Khedivial Mail Steamship Company. Her present owners are the Trading & Coaling Company, Ltd., of London. When she left London she was carrying a cargo of sugar, which she loaded in the Thames, and was to discharge at Genoa and Naples, the intended call at Algiers being merely for bunkering purposes. Her master was Captain William Pepperell, who was born at Cardiff in 1874, and had only just joined the ship. During the war he was twice mined, the first time off Scarborough in 1915 when he was master of the *Elfrida*, and the second time off Aldeburgh in 1918, when in command of the *Tergeste*.



*Janna* of Christiania, Lund, Master  
(Norwegian Barque)

1612 Tons gross

Date 1896

Sydney NSW for Falmouth for orders

1496 Tons Net

Built

Classification - Lloyd's Register 100 A 1 last Survey Feb 1920

Application submitted

REMARKS-

30<sup>th</sup> August 1922

Subscriber making Application

Mr S Chalk

48120/22

(L. Hammond &amp; Co Ltd)

Mr R Franks

49335/22

(Sedgwick Collins &amp; Co)

Owner

D. Steen

Christiania

Interested as Broker for Re-insurance

Cargo

2702 tons Wheat

Insurance effected at

Norway

On Vessel

Lloyd's

On Cargo

Latest Account Tailed from Sydney NSW  
for Falmouth for orders on the 3<sup>rd</sup> Decr  
1921.

JANNA (s.v.).—London, May 10. — Norwegian barque Janna left Sydney on Dec. 3, 1921, for Falmouth: In reply to inquiry Lloyd's agent at Christiania cables, May 10, as follows: Norwegian barque Janna: Owners have no later information.

L.L. 11/2/22

Crew 19 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 30<sup>th</sup> August 1922

270

On the Board

30<sup>th</sup> Aug 1922— do — 6<sup>th</sup> Sept 1922

277

Posted Missing

6<sup>th</sup> Sept 1922

COMMITTEE'S DECISION



No. 3595

*Gondia*  
(British Steamer)

of Glasgow, Official No 141,936, Wilkinson, Master

5,286 Tons gross

Date Built 1919

Rangoon for Shanghai

3,232 Tons Net

Classification - Lloyd's Register 100 A.1. last Survey Jan 4/1922

Application submitted

REMARKS—

11<sup>th</sup> October 1922.

Member making Application

Mr. H.G. Poland

53,335/22

Interested as Broker for insurance  
of Cargo

Owner

The British India Steam Nav Co Ltd.  
122 Leadenhall Str  
E.C.

Fitted Wireless

Cargo

3,544 tons Rice

Insurance effected at

None

On Vessel

Rangoon

On Cargo

Latest Account

Sailed from Rangoon for  
Shanghai & Kobe on the 19<sup>th</sup> July 1922  
and last reported by Wireless 100 miles  
South of Swatow Aug 2<sup>nd</sup>.GONDIA.—Hong Kong, Aug. 12.—British  
steamer Gondia, Rangoon to Shanghai, is  
very much overdue. Last reported 100  
miles S. of Swatow on Aug. 2.

L.L. 14/8/22

GONDIA.—Shanghai, Aug. 11.—British  
steamer Gondia, Rangoon for Shanghai,  
with cargo but no passengers, was last  
spoken by wireless at 10 a.m. on Aug. 2  
in lat. 22 38 N., long. 117 15 E. The  
typhoon was then at its height in that  
area.—"Shipping and Engineering."

L.L. 14/9/22

GONDIA.—Shanghai, Sept. 8.—Lifebelts  
from the steamer Gondia and pieces of  
wreckage which are reliably stated to  
have formed part of that vessel, have  
been recovered near Amoy.—"Shipping  
and Engineering."

L.L. 14/10/22

Crew 83 including Master, Officers, and — Apprentices

Number of Days out

Days

From last report to last report  
From Shanghai

14 10 22

On the Board

11<sup>th</sup> Oct 1922

Posted Missing

18<sup>th</sup> Oct 1922From last report to 11<sup>th</sup> Oct 1922  
— " — 18<sup>th</sup> Oct 192270  
77



No. 3596

*Manurewa* of Sydney NSW, Official No 89,648. Holmes, Master  
(British Barque)

371 Tons gross

Date Built 1884

Sydney NSW for Grafton (Clarence River) NSW

327 Tons Net

Classification - Lloyd's Register - (Not classed)

Application submitted

11<sup>th</sup> October 1922

REMARKS—

Members making Application

Mr J. S. Robinson 54,890/22  
Hogg + Robinson

Owner

A. I. Patterson L<sup>td</sup> Wellington NZ  
R. S. Lamb H<sup>ld</sup> Sydney NSW  
(Agents)

Cargo

In ballast (163 tons Coal)

Insurance effected at

United States

On Vessel

On Cargo

Latest Account Sailed from Sydney NSW  
for Grafton (Clarence River) NSW on the  
31<sup>st</sup> March 1922, and last spoken on the  
9<sup>th</sup> April 1922.

MANUREWA (s.v.).—London, May 6.—  
Wreckage, believed to belong to the bar-  
quentine Manurewa, last spoken on Apr.  
9, has been found on the northern coast of  
New South Wales.—The "Times."

L.L. 8/5/22

MANUREWA (s.v.).—Newcastle (N.S.W.),  
May 9.—Anxiety is felt for the safety of  
the barque Manurewa, of Sydney, which  
left Sydney on Apr. 1 for the Clarence  
River, and has not yet arrived there. (See  
Lloyd's List of May 8.)

L.L. 19/6/22

Crew 14 including Master, Officers, and — Apprentices

Number of Days out

Days

From last report to last report }  
from Grafton }

COMMITTEE'S DECISION—

On the Board

11<sup>th</sup> Oct<sup>r</sup> 1922

Posted Missing

18<sup>th</sup> Oct<sup>r</sup> 1922

Sailing,  
From last report to 11<sup>th</sup> Oct<sup>r</sup> 1922.  
to 18<sup>th</sup> Oct<sup>r</sup> 1922.

194

~~185~~

201



*Guillem Sorolla* of Valencia, Soler, n.  
(Spanish Steamer)

3254 Tons gross

Date 1920

Cardiff for Barce

1868 Tons Net

Built

Classification - Bureau Veritas. 3/3 L. 1. 1.

Application submitted

6<sup>th</sup> Dec<sup>r</sup> 1922.

Subscribers making Application

The Alliance Assurance Co<sup>ld</sup>.  
65,681/22

Interested  
Cargo

Owner

Compañia Transmediterránea  
Madrid

Fitted Wire

Cargo

3794 tons 3 cwt Steam Coal

Insurance effected at

None

On Vessel

Alliance Assurance Co<sup>ld</sup>  
London

On Cargo

Latest Account

Sailed from Cardiff for  
Barcelona on the 26<sup>th</sup> Oct<sup>r</sup> 1922 and  
sent out a Wireless distress signal on the  
28<sup>th</sup> Oct<sup>r</sup> in lat. 48.33 N. long. 8 W

Crew 36 including Master, Officers, and Apprentices

Number of Days out

Days

From last signal to last report }  
From Barcelona }

From last signal to 6<sup>th</sup> Dec<sup>r</sup> 1922.  
do 13<sup>th</sup> Dec<sup>r</sup> 1922.

39  
46

COMMITTEE

On the Board

Posted Missing

**GUILLEM SOROLLA.**—Land's End Wireless Station, Oct. 29. — Following S.O.S. intercepted at 11 26 p.m.: Steamer Guillem Sorolla, lat. 48 33 N., long. 8 W.

**GUILLEM SOROLLA.**—Lorient, Oct. 30. — Steamer St. Servan, which assisted the steamer Balaton, has also saved the Spanish steamer Guillem Sorolla, in distress, 140 miles off.—"Le Petit Journal."

**GUILLEM SOROLLA.**—London, Nov. 2. —The following cable has been received from the owners of the steamer Guillem Sorolla in Valencia, dated Nov. 2:— Steamer Barcelo returned yesterday, Wednesday. A Malaga midnight radio states Guillem Sorolla still requiring assistance in lat. 47 33 N., long. 8 W. (Note.—The report, published in Lloyd's List of Nov. 2, that the Guillem Sorolla had been saved must have been erroneous.)

—St. Catherine's Point, Nov. 2.—Following received from Niton Wireless Station:—Following intercepted 11 47 p.m. yesterday: Guillem Sorolla in distress lat. 48 33 N., long. 8 00 W., requires assistance.

**GUILLEM SOROLLA.**—London, Nov. 3. —In reply to inquiry Lloyd's Agent at Brest telegraphs Nov. 2 as follows: Steamer Guillem Sorolla: Up to now only vessels known here as being in same vicinity as Guillem Sorolla are steamer BALATON, put in with damage to steering gear, and steamer WARKWORTH, put in through stress of weather.

**GUILLEM SOROLLA.**—London, Nov. 3. —In reply to inquiry, Lloyd's Agent at Lorient cables on Nov. 3 as follows: No news steamer Guillem Sorolla which reported in distress in lat. 48 33 N., long. 8 W. We hear only tug Infatigable sent from Brest to her assistance, returned Oct. 30 without having been able to find her.

—London, Nov. 3. —The owners of the Spanish steamer Guillem Sorolla state that their steamer Romen has proceeded to the position in which the Guillem Sorolla was last reported and the Escolano left Pasajes at mid-day to-day to assist in the search.

**GUILLEM SOROLLA.**—Brest, Nov. 3. — Steamer Guillem Sorolla: No news. Vessels in same vicinity same night are—Glaucus bound for Shanghai, Newtonmoor Newcastle, Oxfordshire Brixham, Honeco Eastham, Roseden, Lingedijk Rotterdam, Hontestroom Liverpool, Saxonia Plymouth. Latter vessel has got wireless message from Guillem Sorolla.

**GUILLEM SOROLLA.**—London, Nov. 6. —Lloyd's Agents at Hamburg have obtained from the master of the steamer Saxonia the following extracts from his log:—

Oct. 28, 10 28 p.m. (G.M.T.), steamer Briton gives general call S.O.S., lat. 48 33 N., long. 8 00 W., call T.O.I. (Guillem Sorolla). Reception doubtful.

Oct. 28, 10 29 p.m. (G.M.T.), above repeated to Land's End radio by steamer Saxonia and Land's End radio advised that steamer Briton received signal 9 53 p.m. Reception doubtful.

Oct. 28, 10 48 p.m. (G.M.T.), steamer Herefordshire advises T.O.I. (Guillem Sorolla) proceeding towards you, 130 miles distant.

Oct. 28, 11 11 p.m. (G.M.T.), advise Ushant and steamer Herefordshire that original reception of S.O.S. of steamer Guillem Sorolla was reception doubtful.

Oct. 28, 11 31 p.m. (G.M.T.), steamer Angela advises all ships that she is 40 miles away from position of steamer Guillem Sorolla and experiencing very bad weather.

Oct. 29, 12 10 a.m. (G.M.T.), steamer Angela requests any further information of steamer Guillem Sorolla. Ushant advises him no further information. No station has heard steamer Guillem Sorolla. Unknown ship station advised Ushant radio, "Think steamer Guillem Sorolla in Vigo."

**GUILLEM SOROLLA.**—Vigo, Nov. 6. — Spanish steamer Guillem Sorolla: Last report considered sunk.

**GUILLEM SOROLLA.**—London, Nov. 8. —In reply to inquiry Lloyd's Agent at Brest cables under date of Nov. 7 as follows: Tug Infatigable left Brest at 6 p.m. on Oct. 29 and reached 30 miles west Ushant at 11 p.m., but was then obliged to heave to until 4 a.m. on Oct. 30, being unable to continue her voyage owing to very high sea and having sustained some damage. Starting from this latter hour the Infatigable tried to communicate with the steamer Guillem Sorolla by wireless, but without success, and resumed her voyage forward until 6 30 a.m., when she was obliged to heave to again until 10 30. The bad weather becoming worse, the Infatigable received order at 3 p.m. on Oct. 30 to return to Brest.



*Truthseeker* of Runcorn, Official No 80293. Trenberth, Master  
(British Schooner)

110 Tons gross

Date Built 1879

The Mersey for Par

89 Tons Net

Classification - Lloyd's Register - Not classed

Application submitted

13<sup>th</sup> Dec<sup>r</sup> 1922

REMARKS-

Member making Application

Mr H. Wotsley  
(Willis Faber & Co<sup>rs</sup> Ltd)

66.77 1/22

Interested as Broker for Insurance  
of Hull &c

Owner

J. L. Maycock  
& J. H. Lamey

Cargo

173 Tons Victoria House Coal

Insurance effected at

Lloyd's &amp; Companies

On Vessel

Lloyd's

On Cargo

Latest Account Sailed from the Mersey  
for Par (Cornwall) on the 26<sup>th</sup> Oct<sup>r</sup> 1922

TRUTHSEEKER (s.v.).—London, Nov. 18.  
—Schooner Truthseeker, Runcorn for Par,  
left the Mersey on Oct. 26 and as no news  
of her arrival was received recently the  
owners made inquiries at Holyhead, Fish-  
guard, Milford and Passage East.  
Replies have been received that nothing  
has been seen or heard of the vessel, and  
the owners fear that the vessel has been  
lost.

L.L. 20/11

Crew 4 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 13<sup>th</sup> Dec<sup>r</sup> 1922

48

Defer for 7 days

13<sup>th</sup> Dec<sup>r</sup> 1922" — " — 20<sup>th</sup> Dec<sup>r</sup> 1922

55

On the Board.

20<sup>th</sup> Dec<sup>r</sup> 1922" — " — 29<sup>th</sup> Dec<sup>r</sup> 1922

64

Posted Missing

29<sup>th</sup> Dec<sup>r</sup> 1922



No. 3599

Maid of Delosof London, Official N<sup>o</sup> 94,574 Kemp, Master

(British Steamer)

2248 Tons gross

Date 1889

Braila for Dublin

1384 Tons Net

Built

Classification - Bureau Veritas 3/3 L.

Application submitted

REMARKS—

10<sup>th</sup> January 1923

Member making Application

Mr W. H. Cumming

(P. Wigham Richardson & Co. L<sup>td</sup>)

1514/23

Interested as Broker for Insurance of Cargo.

Owner

Byron Steamship Co. L<sup>td</sup>  
(M. Embiricos)

Port of London Building E.C.3

Fitted Wireless

Cargo

2794 Tons Barley

Insurance effected at

None

On Vessel

London

On Cargo

Latest Account

Sailed from Braila for Dublin on the 30<sup>th</sup> Nov<sup>r</sup> 1922 and sent out Wireless distress signals on the 23<sup>rd</sup> Dec<sup>r</sup> 1922, lat 51.42 North long 5.22 West.

Crew 28 including Master, Officers, and

Apprentices

Number of Days out

Days

From last report to 10<sup>th</sup> Jan<sup>y</sup> 1923

18

On the Board

10<sup>th</sup> Jan<sup>y</sup> 1923" " 17<sup>th</sup> Jan<sup>y</sup> 1923

25

Posted Missing

17<sup>th</sup> Jan<sup>y</sup> 1923

MAID OF DELOS.—Fishguard Wireless Station, Dec. 23.—Following S.O.S. received 2 2 a.m. to-day: Steamer Maid of Delos in distress off Skokham Rocks, lat. 51 42 N., long. 5 22 W. Requests assistance of tug; heavy list.

Fishguard Wireless Station, Dec. 23.—Steamer Great Western is proceeding to the assistance of steamer Maid of Delos and expects to reach her in two hours.

Fishguard Wireless Station, Dec. 23.—Steamer Great Western has been cruising around position given by steamer Maid of Delos, but no trace of her. Great Western now proceeding Waterford. Other vessels in vicinity.

Fishguard Wireless Station, Dec. 24.—Coastguard Angles reports: Wreckage being washed up at Linney Head with lifebuoy marked Maid of Delos. Five pieces of hatchway covers, one piece of flag locker, one cabin door and four pieces of wood painted white inside.

MAID OF DELOS.—London, Jan. 1.—Another sailor's body was washed up at Burry Port to-day, says a Swansea message, making the sixth within the past few days. All doubts as to the fate of the steamer Maid of Delos are now cleared up, as one body has been identified as that of John Henry Morse, chief steward of the Maid of Delos, living in Sunderland. A later Swansea message says that another body has been washed up at Laugharne, making seven in all.



Heinrich Kayser of Hamburg

(German Steamer)

4,884 Tons gross

Date Built 1898

Hamptow Roads for Hamburg

3,108 Tons Net

Classification - Germanischer Lloyd 100 A last survey Jan 1922

Application submitted

REMARKS—

21<sup>st</sup> February 1923

Subscribers making Application

The Standard Marine Ins<sup>co</sup> Ltd.  
Liverpool

11,093/23

Interested as Underwriters of  
part Cargo.

Owner

Reederei "Kayser"  
Hamburg

Fitted Wireless

Cargo

6,998 tons Phosphate Rock  
Cotton, Roan, &c.

Insurance effected at

Hamburg

On Vessel

New York

On Cargo

Latest Account Sailed from Hamptow  
Roads for Hamburg on the 2<sup>nd</sup> Dec<sup>r</sup> 1922  
and sent out Wireless Signals of distress  
on the 6<sup>th</sup> Dec<sup>r</sup> in lat 38.31 N. long 62.12 W.

Crew 44 including Master, Officers, and Apprentices

Number of Days out

Days

From last Wireless Report to 21<sup>st</sup> Feb 1923.

77

On the Board

21<sup>st</sup> Feb 1923

— do —

28<sup>th</sup> Feb 1923

84

Posted Missing

28<sup>th</sup> Feb 1923

HEINRICH KAYSER.—Bermuda, Dec. 6.  
—German steamer Heinrich Kayser is  
drifting with broken rudder chain and  
hatches damaged in heavy sea, in lat.  
38 31 N., long. 62 12 W. Has not asked  
for assistance.

7. — German steamer Heinrich Kayser  
drifting 500 miles E. of Cape May Dec. 6  
with broken rudder chain and hatches  
badly damaged by heavy seas. Cutter sent  
to her assistance.

HEINRICH KAYSER.—New York, Dec.  
13.—Steamer Heinrich Kayser: No fur-  
ther information has been received.  
Cutter was recalled by wireless for other  
service. (See LLOYD'S List of Dec. 8.)

HEINRICH KAYSER.—Hamburg, Dec.  
14.—The owners of the German steamer  
Heinrich Kayser, which was reported to  
have sustained damage in the North  
Atlantic, presume that the damage was  
repaired, as no further call for assistance  
was sent out. The steamer is expected  
at Hamburg on Dec. 20 or 21. — "Ham-  
burgische Borsen-Halle."

HEINRICH KAYSER.—New York, Jan.  
24.—Two fishermen who came into Cape  
May Harbour yesterday sighted upturned  
lifeboat from steamer Heinrich Kayser,  
33 miles south-east of Five Fathom Bank.  
(See LLOYD'S List of Dec. 8 and 20.)

COMMITTEE'S DECISION



# Mar del Plata of Bilbao, Erezuna, Master

(Spanish Steamer)

1191 Tons gross

Date 1919

Glasgow for Bilbao

785 Tons Net

Built

Classification - Lloyd's Register 100 A1. Last survey Dec 1922

Application submitted

14<sup>th</sup> March 1923

REMARKS-

Member making Application

Mr. E. Deane

13/96/23

Interested as Broker

Owner

Nunez y. Monje  
Bilbao

Not fitted Wireless

Cargo

1006 tons 14 cwt Coal

Insurance effected at

Lloyds &amp; London Companies

On Vessel

On Cargo

Latest Account Sailed from Glasgow for  
Bilbao on the 30<sup>th</sup> Jan'y 1923

Crew 18 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing, to last report  
From BilbaoFrom Sailing, to 14<sup>th</sup> March 1923  
do 21<sup>st</sup> March 1923

43

56

COMMITTEE'S DECISION-

On the Board

14<sup>th</sup> March 1923

Posted Missing

21<sup>st</sup> March 1923

## UNIDENTIFIED CASUALTY.

St. Davids, Feb. 1.—Message from Smalls Lighthouse reports steamer about 800-900 tons, name unknown, observed at 2 p.m. about four miles off on Hats and Barrels Rock sunk about seven minutes after being seen. Weather foggy. St. Davids lifeboat gone to rescue.

**MAR DEL PLATA.**—Milford Haven, Feb. 2.—Ship's lifeboat ex steamer Mar del Plata, of Bilbao, picked up this afternoon in Ramsay Sound. Presumed to be from vessel reported sunk off Hats and Barrels yesterday. (See "Unidentified Casualty" in LLOYD'S List of Feb. 2 and 3.)

**MAR DEL PLATA.**—St. David's, Feb. 2.—Boat picked up in Ramsey Sound with name on it Mar del Plata, Bilbao, and brought into Port Stinian. No news of crew. (Note.—The steamer Mar del Plata left the Clyde Jan. 30 for Bilbao.)

**MAR DEL PLATA.**—London, Feb. 20.—Trinity House advise that a report has been received from the Principal Keeper, Smalls Lighthouse, that at about 2 p.m. on Jan. 31, a two-masted steamer, now understood to have been the Spanish steamer Mar del Plata, was observed to founder on the rocks known as the Barrels. A search was made in the vicinity on Feb. 15 by one of the Trinity House steamers, but no trace of the wreck could be found. (See LLOYD'S List of Feb. 5.)



*Enigma*  
(British Schooner)

of Castletown (I of M) Official No 3874, Pearson, Master,

Tons gross

Date Built 1875

Whitehaven for Isle of Whithorn

69 Tons Net

Application submitted

14<sup>th</sup> March 1923

Subscribers making Application

The Marine Insurance Co. L.

14924/13

Owner

James Beattie  
Whitehaven

Cargo

119 tons House Coal.

Insurance effected at

Marine Ins<sup>co</sup> Co. L. pool

On Vessel

do

On Cargo

Latest Account Failed from Whitehaven  
for Isle of Whithorn on the 5<sup>th</sup> Decr 1922

Crew 4 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 14<sup>th</sup> Mch 1923

99

On the Board

14<sup>th</sup> Mch 1923

do — 21<sup>st</sup> Mch 1923

106

Posted Missing

21<sup>st</sup> Mch 1923

COMMITTEE'S DECISION—

ENIGMA (s.v.). — Liverpool, Dec. 11. — The following communication has been received from the owners of the schooner Enigma, dated Whitehaven, Dec. 9:— Schooner Enigma left here p.m. tide Tuesday last (Dec. 5) for Isle of Whithorn. No news since. Weather came on very bad shortly after she left port. One or two of her deck fittings have been washed ashore on this coast. Exhaustive inquiries made Solway; unable find any trace vessel present. Hoping get better news over week-end.

Whitehaven, Dec. 11. — Schooner Enigma, of Castletown, which left Whitehaven on Dec. 6, bound for the Isle of Whithorn, with cargo coal, is missing. Some wreckage has washed ashore on the Cumberland coast and is believed to belong to vessel.

ENIGMA (s.v.). — Maryport, Dec. 27. — Schooner Mayflower, of Stranraer, Balcary (Scotch Solway port) for Maryport, passed a pitch pine mast, scraped and varnished, projecting 12 ft. out of water, and held fast apparently by rigging, on Dec. 24, four miles S.  $\frac{1}{2}$  E. from Hestan Island Light. The wreck is surmised to be that of the schooner Enigma, of Castletown. (See under "Overdue Vessel" in LLOYD'S List of Dec. 12.)

ENIGMA (s.v.). — London, Feb. 2. — The owners of the schooner Enigma, of Castletown, which left Whitehaven on Dec. 5 for the Isle of Whithorn, write from Whitehaven under date of Feb. 1 that a lifebelt bearing the vessel's name came ashore at Workington and they understand that a figurehead, thought to be hers, came ashore at Maryport. No bodies have been recovered and it is concluded that her crew of four were lost with her. (See LLOYD'S List of Dec. 29.)

ENIGMA (s.v.). — Liverpool, Mar. 5. — Schooner Enigma: In reply to the owners' inquiry, the Nith Navigation Commission write, under date of Feb. 28: Captain Ewing, from the Northern Lighthouse Board, came here a few weeks ago and made a thorough search for the wreck for two days, but failed to find any trace of it. He could obtain no reliable information as to the position of the wreck, and, accordingly, it was impossible to take any steps to mark or remove it. There was a report in the local papers a few weeks ago after one of the recent storms that a mast had been thrown up at Southerness, which, it was believed, belonged to the Enigma. (See LLOYD'S List of Feb. 8.)



No. 3603

# Penrice Castle

(British Steam Trawler)

of Swansea, Official No 128,940, Rogerson, Master

255 Tons gross

Date 1/9/13

Swansea for Western Fishing Grounds

100 Tons Net

Classification

Lloyd's Register 100 A.I. last survey July 1922.

Application submitted

REMARKS—

18<sup>th</sup> April 1923

Member making Application

Mr. J. W. Harding

(A Blackmore &amp; Co. Ltd.)

19425/23

Interested as Broker for insurance of Hull.

Owner

Consolidated Steam Fishing  
& Ice Co  
Swansea

Cargo

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account Sailed from Swansea for the Western Fishing Grounds on the 20<sup>th</sup> Feb 1923, and was last seen by the Trawler "Limeslade" on 25<sup>th</sup> Febr, about 65 miles West of Fastnet.

Crew 10 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

How last seen to 18<sup>th</sup> April 1923

52

On the Board

18<sup>th</sup> April 1923— do — 25<sup>th</sup> April 1923

59

Posted Missing

25<sup>th</sup> April 1923

**PENRICE CASTLE.**—London, Mar. 15.  
—The Swansea steam trawler Penrice Castle is missing. She left port on Feb. 20 with ten men on board and was due to return a fortnight later. Nothing has been heard of her since she sailed, and it is feared that she may have foundered during the recent gales.—"The Daily Express."

**PENRICE CASTLE.**—London, Mar. 20.  
Grave fears are entertained regarding the safety of the Swansea trawler Penrice Castle, which left Swansea on Feb. 20 for the westward fishing grounds, and is now 15 days overdue. No word has been received from her, and it is feared she has caught the terrific gale which raged shortly after her departure. She carried a crew of ten, all local men.

L.L. 16/3/23

**PENRICE CASTLE.**—Swansea, Mar. 26.  
—Steam trawler Limeslade arrived here reports having sighted the steam trawler Penrice Castle, during the recent gale, 61 miles W. & S. of Fastnet.

**PENRICE CASTLE.**—London, Mar. 27.  
—The Swansea steam trawler Penrice Castle is now twenty-five days overdue and locally is given up as lost in the recent gale. She left Swansea on Feb. 20 for western fishing grounds and was last seen 61 miles from the Fastnet Light, accompanied by four other trawlers, who were near her before the gale sprang up. The others had great difficulty in making port.—"The Daily Telegraph."

L.L. 21/3/23

L.L. 27/3/23

**PENRICE CASTLE.**—London, Mar. 31.  
—The owners of the steam trawler Penrice Castle write from Swansea under date of Mar. 26, that the vessel sailed from Swansea on Feb. 20 and was last seen by the steam trawler Limeslade at 5.30 p.m. on Feb. 25, about 65 miles west from the Fastnet. The Penrice Castle was fishing at the time. The owners are of opinion that the vessel is lost.

L.L. 28/3/23



*Carysfort* of Milford Haven, Official No 137,762, Faulkner, Master  
(British Steam Trawler)

243 Tons gross

Date 1915  
Built

105 Tons Net

Milford Haven for Western Fishing Grounds

Classification - Lloyd's Register 100 A.1. last survey April 1919

Application submitted

18<sup>th</sup> April 1923

REMARKS—

Subscribers making Application

Tapley Tremellen & Co  
19, 876/23Interested as Brokers for Insurance  
of Hull.

Owner

D. Pettit, Ltd  
Milford Haven

Cargo

Insurance effected at

Merchants Marine  
Insurance Co Ltd

On Vessel

On Cargo

Latest Account Sailed from Milford  
Haven for the Western Fishing Grounds  
on the 22<sup>nd</sup> Feb 1923

Crew 10 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 18<sup>th</sup> April 1923

55

On the Board

18<sup>th</sup> Apr 1923do — 25<sup>th</sup> April 1923

62

Posted Missing

25<sup>th</sup> Apr 1923

**CARYSFORT.**—London, Mar. 15. — With reference to the anxiety felt regarding the safety of the steam trawler Carysfort, a letter received from the owners this morning states:—Vessel was equipped with coal and stores for a good three weeks' voyage. She left Milford Docks on Feb. 22 and the three weeks would be up to-morrow. As the vessel did not turn up this week, we have been making inquiries with the in-coming vessels, but up to the present have got nothing satisfactory. Some of our own vessels within the last two months have been making voyages extending over a period of three weeks and if the Carysfort has gone south, three weeks therefore would not be an unreasonable time.

L.C. 1/1/23



No. 3605

**Lukkös** of Rotterdam, Gieseke, Master

(Dutch Steamer)

1944 Tons gross

Date 1921

Antwerp for Tangier

999 Tons Net

Built

Classification - Lloyd's Register 100A.1. last survey January 1923

Application submitted

REMARKS—

18<sup>th</sup> April 1923

Subscriber making Application

W. E. G. Briggs  
C. F. Bowring & Co (Insurance) L<sup>td</sup>.  
22099/23

Interested as Broker for Insurance  
of Cargo.

Owner

"Atlas" Stoomvaart Maats  
Rotterdam

Not Fitted Wireless

Cargo

General

Insurance effected at

Hamburg

On Vessel

Lloyd's

On Cargo

Latest Account Sailed from Antwerp for  
Tangier on the 14<sup>th</sup> Feb 1923, and passed  
Dungeness the same day.

Crew 25 including Master, Officers, and Apprentices.

Number of Days out

Days

From Sailing to last report {  
From Tangier 17.4.23.

62

From Sailing to 18<sup>th</sup> April 1923  
do 25<sup>th</sup> April 1923

63

70

## DERELICTS AND WRECKAGE.

London, Feb. 22.—It is feared that a Norwegian or Danish cargo vessel has been sunk in the Channel off Beachy Head. A considerable quantity of cargo, particularly barrels of oil, and the hatches of a vessel have been washed ashore.—"Daily News."

London, Feb. 22.—A large quantity of wreckage and cargo has been washed up at Beachy Head and it is feared that a large vessel has foundered during the storm and fog in the Channel during the past few days. Four flags, "with 'Vlaggeenkast' painted on them," have been found on the shore. None of the wireless stations on the coast reports receiving S.O.S. messages. Boatmen believe that a collision occurred during the fog.—"Daily Chronicle."

Newhaven, Feb. 21.—One barrel oil, probably mineral, marked "Droguert, Louis, Casablanca," and five barrels oil, probably olive, marked with various numbers and, in blue, "J. J. over F.S.B.B. (in triangle) Tangiers," have been picked up by fishermen about three miles off Eastbourne and landed at Eastbourne.

Beachy Head, Feb. 22.—Flag locker with flags C, D, O, J and A inside, name outside "Llaggsencast," picked up five miles S.S.W. of Beachy Head; wooden box, containing small rocket machine, one hundred yards half-inch line, three rockets and sticks, three miles E. of Beachy Head; six forty-gallon oil casks marked "Droguert Louis, Casablanca," painted blue, red ends, five casks marked "J. triangle," numbers 124, 130, 133, 137, 140, painted blue, white ends, three miles S.E. of Beachy Head; all at Eastbourne. Five casks, same marking, numbers 125, 4, 11, 2, 18, one marked "Droguert Louis, Casablanca," at Pevensey. Twenty casks same marking, numbers unknown, one lifebuoy marked "LUKKOS, Amsterdam," at Berhill. (Note.—The Dutch steamer LUKKOS passed Dungeness on Feb. 14, bound from Hamburg to Morocco.)

Newhaven, Feb. 23.—The box with rocket machine, casks of oil and lifebuoy marked "LUKKOS" were picked up afloat between Feb. 15 and Feb. 18. (See Lloyd's List of Feb. 23.)

Beachy Head, Feb. 22.—The flag locker containing international code flags, picked up by fishermen five miles S.S.W. of Beachy Head, was found on Feb. 16.

CON

On the Board

Posted M

LUKKOS.—London, Mar. 29.—In reply to inquiry, the owners of the steamer Lukkös write from Rotterdam, under date of Mar. 28: No further news of vessel since she was reported off Dungeness on Feb. 14 last. Wreckage picked up in the neighbourhood of Beachy Head. (See Lloyd's List of Feb. 13 and 26.)

LUKKOS.—London, Apr. 2.—The owners of the steamer Lukkös write from Rotterdam, under date of Mar. 31, that they received on that day a communication from Mr. Heinrich Friedrich, Hamburg, stating that he had received from the Hamburg Police the papers relating to his son, Fritz Friedrich, which were found on the body of the latter picked up close to Dungeness, where it has been buried.

April 1923

April 1923



*Heim* of Christiania. Schjottelvig, Master  
(Norwegian Steamer)

1195 Tons gross

Date Built 1898

Cardiff for Barcelona

757 Tons Net

Classification - Norwegian Register + 1 A 1 Last Survey Nov 1922

Application submitted

REMARKS—

25<sup>th</sup> April 1923

Subscribers making Application

Morice Tozer & Beck Ltd.  
23,036/23Interested as Brokers for Insurance  
of Freight.

Owner

Jacobsen & Aarvold  
Christiania

Not fitted Wireless

Cargo

Coal

Tons  
685.10 cwt Large Steam Coal  
252.7 cwt Smaller Large Coal  
208.17 cwt Anthracite Machine  
made Coals  
1146.14 cwt

Insurance effected at

Norway

On Vessel

On Cargo

London on Freight

Latest Account

Sailed from Cardiff for  
Barcelona on the 21<sup>st</sup> Feb 1923

Crew 18 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 25<sup>th</sup> Apr 1923

63

On the Board

25<sup>th</sup> April 1923— do — 2<sup>nd</sup> May 1923

70

Posted Missing

2<sup>nd</sup> May 1923

COMMITTEE'S DECISION—



No. 3607

*Villaodrid* of San Sebastian, Salaccio, Master.  
(Spanish Steamer)

1535 Tons gross

936 Tons Net

Date Built 1878

Glasgow for Bilbao

Classification - Lloyds Register - not classed

Application submitted

25<sup>th</sup> April 1923

REMARKS—

Member making Application

Mr. R. E. Morrison  
(Tyser & Co)

23072/25

Interested as London Agents of the  
Cargo Brokers

Owner

L. Jose Ma Scala  
Bilbao

Fitted Wireless

Cargo

1885 Tons 17 cwt Coal

Insurance effected at

Spain

On Vessel

Glasgow

On Cargo

This application

VILLADRID. — Bilbao, Mar. 7. —  
Steamer Villadrid, which left the Clyde  
on Feb. 24 for Bilbao, has not arrived,  
and anxiety is felt for her safety. Owners  
have not received any news.

Latest Account Sailed from Glasgow for  
Bilbao on the 24<sup>th</sup> Feb 1923

Crew 20 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to 25<sup>th</sup> Apr 1923

65 On the Board

25<sup>th</sup> April 1923— do — 2<sup>nd</sup> May 1923

67 Posted Missing

2<sup>nd</sup> May 1923



*Georgine* of Hamburg, Brauch, Master  
(German Schooner)

156 Tons gross

Date 1921  
Built

Dysart for Sarpsborg (Norway)

129 Tons Net

Classification - German Register 100 A last survey April 1921

Application submitted

30<sup>th</sup> May 1923

REMARKS—

Member making Application

Mr. R. E. Morrison  
(Tyser & Co)

30594/13

Interested as London Agents of,  
Insurers of Freight.

Owner

Ernst Simon  
Hamburg

Cargo

245 Tons Rosslyn Hartley large  
Screened Steam Coal

Insurance effected at

Not insured

On Vessel

Norway

On Cargo

Glasgow

on Freight

Latest Account Sailed from Dysart for

Sarpsborg on the 16<sup>th</sup> Feb 1923

Crew 6 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report  
From Sarpsborg

96

From Sailing to 30<sup>th</sup> May 1923  
" " 6<sup>th</sup> June 1923

103

110

COMMITTEE'S DECISION—

On the Board

30<sup>th</sup> May 1923

Posted Missing

6<sup>th</sup> June 1923

GEORGINE (s.v.).—Fredrikstad, Mar. 16.  
—Anxiety is felt for the safety of the  
German schooner Georgine, which left  
Dysart on Feb. 16 for Sannesund, with  
coal, and has not yet arrived. It is  
thought that she was driven northward  
during the stormy weather which pre-  
vailed in February.—"Norges Handels  
og Sjøfartstidende."

LL 2/3/23

GEORGINE (s.v.).—Fredrikstad, Apr. 16.  
—A body from the German vessel Georgine  
has drifted ashore near Lervik.—"Norges  
Handels og Sjøfartstidende." (See Lloyd's  
List of Mar. 21.)

LL 2/3/23

GEORGINE (s.v.).—London, May 28.—In  
reply to inquiry, Lloyd's Agents at Ham-  
burg write under date of May 24: The  
schooner Georgine, of Hamburg, which  
left Dysart on Feb. 16 for Sarpsborg, did  
not reach her port of destination. Accord-  
ing to the latest information obtainable  
the body of a sailor and a lifebelt drifted  
ashore on Mousa Island, Shetland Islands.

LL 2/3/23



No. 3609

*Centaurus* of Svendborg, Rasmussen, Master.  
(Danish Barquentine)

115 Tons gross

Date Built 1919

Harbour Buffet for Malaga. f.o.

95 Tons Net

Classification - Bureau Veritas 3/3 1.1. last survey August 1922

Application submitted

REMARKS—

6<sup>th</sup> June 1923

Member making Application

Mr J. F. Penier

31.381/23

Interested as Broker for Insurance of Cargo

Owner

J. A. Weber  
Svendborg

Cargo

3270 Quintals Codfish

Insurance effected at

Denmark

On Vessel

Lloyds &amp; Companies

On Cargo

Latest Account

Sailed from Harbour Buffet (N.Z.) for Malaga. f.o. on the 7<sup>th</sup> Feb 1923

**CENTAURUS** (s.v.).—London, Apr. 4.—Danish barquentine Centaurus, Harbour Buffet for Malaga: In reply to inquiry, Lloyd's Agents at Malaga cable, Apr. 4: Centaurus has not arrived. We have no tidings of her.

L.L. 5/4/23

**CENTAURUS** (s.v.).—London, May 24.—Danish barquentine Centaurus, Harbour Buffet for Malaga: In reply to inquiry, Lloyd's Agents at Svendborg write under date of May 22: Centaurus has not been reported since she left Harbour Buffet.

L.L. 25/5/23

Crew 5 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION

From Sailing to last report  
from Malaga.

On the Board

6<sup>th</sup> June 1923

Posted Missing

13<sup>th</sup> June 1923From Sailing to 6<sup>th</sup> June 1923  
" " 13<sup>th</sup> June 1923

119

126

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with Lloyd's consent.



*Herbert Warren* of St John's N.F. Official No 138443, Ringman (Master)  
(British Schooner)

334 Tons gross

Date 1917.  
Built

Cadiz for St John's N.F.

272 Tons Net

Classification - American Record - +A.I.(E)

Application submitted

4<sup>th</sup> July 1923

REMARKS-

Member making Application

Mr. D. F. Senior

36737/23

Interested as Broker for Insurance  
of Hull.

Owner

James Baird Ltd  
St John's N.F.

Cargo

300 Tons Salt

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account Sailed from Cadiz for  
St John's N.F. on the 20<sup>th</sup> January 1923

HERBERT WARREN (s.v.). - London,  
May 14. - In reply to inquiry, the owners  
of the British schooner Herbert Warren,  
which left Cadiz on Jan. 20 for St. John's  
(N.F.), write from St. John's, under date  
of Apr. 30: Herbert Warren not arrived.

L. L. 16/5/23

Crew 7 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to last report }  
From St John's N.F. }

99

On the Board

4<sup>th</sup> July 1923From Sailing to 4<sup>th</sup> July 1923  
" " 11<sup>th</sup> July 1923

165

172

Posted Missing

11<sup>th</sup> July 1923

COMMITTEE'S DECISION-



No. 2611

*Swiftstar* of New York, Hall, Master  
(American Tank Steamer)

8,207 Tons gross

Date Built 1921

San Pedro for Fall River (Mass)  
via Panama Canal

5,092 Tons Net

Classification - Lloyds Register 100A.1. last survey March 1923

Application submitted

12<sup>th</sup> September 1923

Member making Application

Mr. A. J. Richardson

4905/12

Owner

Swiftsure Oil Transport Co  
(C. D. Mallory & Co Inc.)

Cargo

Crude Oil in Bulk

Insurance effected at

London

On Vessel

On Cargo

Latest Account Sailed from San Pedro  
for Fall River (Mass) on the 30<sup>th</sup> June  
1923 and left Cristobal on the 13<sup>th</sup> July  
1923.

Crew 32, including Master, Officers, and 7 Apprentices

Number of Days out

Days

From leaving Cristobal to last  
report from Boston

From leaving Cristobal to 12<sup>th</sup> Sept 1923  
do 19<sup>th</sup> Sept 1923

61  
68

REMARKS—

Interest as Underwriter on Hull

Fitted

SWIFTSTAR.—New York, July 31.—  
American steamer Swiftstar overdue at  
Fall River.

SWIFTSTAR.—Panama, Aug. 9. — The  
American tanker Swiftstar, which was last  
heard of on July 13, is believed to have  
been lost near Saint Andrew Island,  
Caribbean Sea. Recent arrivals report  
having seen an oily surface and an empty  
lifeboat.—"Times" Correspondent.

Colon, Aug. 10. — Reports  
by wireless and schooner Pearl Marie  
arrived here state burnt wreckage strewn  
along the coast of Saint Andrew Island  
July 22 piece marked "Swiftstar," water  
in the neighbourhood of island covered  
with oil. American steamer Swiftstar  
not heard of since she left here July 13.

Panama, Aug. 10.—It is  
feared that the American tanker Swift-  
star, Colon for Fall River, with a crew of  
30, has been lost at sea. Wreckage has  
been found by mariners off Saint Andrew  
Island marked with the vessel's name, to-  
gether with an ice-chest marked "Swift-  
star," containing the body of a man.—  
Reuter.

SWIFTSTAR.—New York, Aug. 18.—  
Steamer Swiftstar lost with all hands.

SWIFTSTAR. — New York, Aug. 18.—  
American steamer Swiftstar lost with all  
hands.—Lloyd's Agent. [Note.—In reply  
to inquiry as to the authority for the  
above, Lloyd's Agent at New York cables  
Aug. 21 as follows:—Swiftstar: My  
authority Mallory owners of steamer.  
Wreckage marked "Swiftstar" and  
damaged lifeboats found off Saint Andrew  
Island July 22 by schooner Albert H.  
Willis arrived New York.]

SWIFTSTAR. — New York, Aug. 21. —  
American steamer Swiftstar: Master of  
schooner Albert H. Willis reports wreck-  
age washed ashore Saint Andrew consisted  
of broken parts steel lifeboat and two  
rudders marked "Swiftstar New York";  
also broken wooden lifeboat and other  
wreckage and mutilated body of man,  
badly burned and unidentifiable, and  
large quantity oil all round island, all  
evidence indicating explosion.

SWIFTSTAR.—Glasgow, Aug. 27. — The  
following is extracted from a report,  
dated Aug. 17, made by the master of the  
schooner Albert H. Willis: Arrived at  
the Island of St. Andrew on July 11.  
While lying in the harbour considerable  
oil and wreckage washed ashore, which  
I later found bore the name "Swiftstar  
New York." On July 23 a body was  
found in a box, supposed to be an ice-  
box, adrift near the lighthouse. The  
wreckage which was washed up on the  
beach consisted of broken parts of a  
wooden lifeboat and certain remaining  
parts of a steel lifeboat. The wooden  
lifeboat had been split in halves, one half  
was remaining. There was no rudder  
on this half, but I picked up two rudders  
on the beach bearing the name "Swift-  
star New York." The afterpart of the  
steel lifeboat, which was supported by the  
airtank, bore the name "Swiftstar New  
York." The door to the master's cabin  
with "The Master" nameplate still on  
it, was found, and showed clearly that  
there had been an explosion, as the hinges  
and lock had been pulled out as if forced.  
In this door there was a round glass  
window, of which only a small part of  
the glass remained. There were also  
wooden hatch covers, some of which had  
been slightly burned, and others bore no  
trace of fire. Some of the hatch covers  
were broken in two as if from an explo-  
sion. None of the hatch covers was  
intact; they were either broken or slightly  
burned. There was a very large quantity  
of oil, so that while I was there it com-  
pletely covered the surface of the water  
around the island, which is seven miles  
long and four miles wide. It was  
reported by some of the freight  
sloops running to Colon that additional  
wreckage, consisting of boards and two  
lifeboats, and a large quantity of oil was  
reported on July 24; about five miles  
south of the island of St. Andrew.

COM

On the Board

Posted Miss

14 1923

4 1923



No. 36121

Rawlinson

(British Steamer)

of London, Official No 147,477, Joyce, Master

The Tyne for Hamburg

1,533 Tons gross

Date Built 1923

Classification - Lloyd's Register 100 A. 1. Last Survey May 1923

928 Tons Net  
Application submitted

REMARKS—

26<sup>th</sup> September 1923

Member making Application

Mr E. J. Lindley

49.118/23

Interested as Owner of Vessel

Owner

E. J. Lindley

3 East India Avenue  
E.C.

Not fitted Wireless

Cargo

2,339 tons 12 cwt Coal

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account Sailed from the Tyne for  
Hamburg on the 28<sup>th</sup> August 1923

Crew 17 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 26<sup>th</sup> Sept 1923

29

On the Board

26<sup>th</sup> Sept 1923— do — 3<sup>rd</sup> Oct 1923

36

Posted Missing

3<sup>rd</sup> Oct 1923

COMMITTEE'S DECISION—

**RAWLINSON.**—London, Sept. 6.—In reply to inquiry Lloyd's Agents at Hamburg telegraph Sept. 6: Rawlinson has not arrived. We have no tidings of her. (Note: Steamer Rawlinson left Tyne on Aug. 28 for Hamburg.)

**RAWLINSON.**—London, Sept. 7.—Anxiety is felt for the safety of the British trading steamer Rawlinson, which left the Tyne on Aug. 28 for Hamburg, with a cargo of coal. Upon inquiry, the owner of the vessel stated that no news had been received of her since her sailing. The vessel, it was stated, should have reached her destination in about a couple of days. She was now seven days overdue, but although this had given rise to apprehension, the hope was still entertained that tidings would be obtained as to her whereabouts and fate.

**RAWLINSON.**—Hamburg, Sept. 11.—The empty boat of the steamer Rawlinson was picked up by the German steam trawler Senator von Melle on Aug. 31, 15 sea miles N.N.W. of Heligoland. (See Lloyd's List of Sept. 12.)



**Glyndwr** of Llanelly, Official No 84686, Thomas, Master.  
(British Steamer)

1131 Tons gross

Date

Built

1907 Immingham for Oporto

699 Tons Net

Classification - Lloyd's Register 100 A.1. last survey July 1923

Application submitted

26<sup>th</sup> September 1923

REMARKS—

Member making Application

Major R Micklem C.M.G.  
(Leopold Walford (London) L<sup>td</sup>)  
50576/23

Interested as Broker for Insurance  
of Hull

Owner

Stone & Rolfe L<sup>td</sup>  
Swansea

Cargo

Coal (1577 tons 12 cwt)

Insurance effected at

Lloyd's & Companies

On Vessel

On Cargo

Latest Account Sailed from Immingham  
for Oporto on the 25<sup>th</sup> August 1923, and  
passed Dungeness on the 29<sup>th</sup> August 1923

Crew 15 including Master, Officers, and Apprentices

Number of Days out

Days

From passing Dungeness to last  
report from Oporto

COMMITTEE'S DECISION—

Defer for 7 days

26<sup>th</sup> Sept 1923

On the Board

3<sup>rd</sup> Oct 1923

From passing Dungeness to 26<sup>th</sup> Sept 1923

28

Posted Missing

10<sup>th</sup> Oct 1923

do 3<sup>rd</sup> Oct 1923

35

do 10<sup>th</sup> Oct 1923

42

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with  
Lloyd's consent.

GLYNDWR.—London, Sept. 12.—Grave  
fears are entertained for the safety of  
the steamer Glyndwr, owned by Messrs.  
Stone & Rolfe, shipowners, Llanelly.  
With a crew of 15 the vessel left Imming-  
ham on Aug. 27, for Oporto, with coal.  
Two days later she passed Dungeness,  
but nothing has been heard of her since.  
The company states hopes of the vessel's  
safety have practically been abandoned.

London, Sept. 12.—In reply  
to inquiry the owners telegraph from  
Llanelly, Sept. 12:—Steamer Glyndwr:  
Regret no further news after passing  
Dungeness Aug. 29.

GLYNDWR.—London, Sept. 13.—In reply  
to inquiry, Lloyd's Agent Oporto tele-  
graphs Sept. 13: Steamer Glyndwr not  
arrived. No news.

GLYNDWR.—London, Sept. 15.—The  
owners of the steamer Glyndwr have in-  
formed all relatives of officers and crew  
that they have abandoned all hope of the  
safety of the Glyndwr, which is a fort-  
night overdue from Immingham for  
Oporto.

GLYNDWR.—London, Sept. 28.—A body  
washed up near Boulogne on Wednesday  
(Sept. 26) has been identified as that of  
a London bank clerk named Charles Col-  
lins. On Aug "21" he sailed on his  
holiday (from) Grimsby on the cargo  
steamer Glyndwr. The vessel was last  
reported off Dungeness, and it was feared  
that she sank during the heavy gale in  
the Channel at the end of August.—  
"Morning Post."



# Baron Blantyre of Ardrossan, Official No 142721, Lee, Master

(British Steamer)

5,193 Tons gross

Date Built 1918

Durban for Adelaide

3,155 Tons Net

Classification - Lloyd's Register 100 A.1. last survey Decr 1922

Application submitted

24<sup>th</sup> October 1923

Member making Application

Mr. A. H. Buchanan  
(Leslie & Godwin L<sup>rs</sup>)

55,551/73

Owner

H. Hogarth & Sons  
Glasgow.

Cargo

6262 Tons Coal

Insurance effected at

Lloyd's &amp; Companies

On Vessel

On Cargo

Latest Account. Sailed from Durban for Adelaide on the 9<sup>th</sup> August 1923, and was in Wireless communication with the S.S. "Mary Horlock" on the 15<sup>th</sup> August 1923

Crew 62 including Master, Officers, and 4 Apprentices  
+ 149 lascars

Number of Days out

Days

From last report to latest report  
From Adelaide

From last report to 24<sup>th</sup> Oct 1923

70

## REMARKS-

**BARON BLANTYRE.**—London, Sept. 12.  
—In reply to inquiry, the owners telegraph from Glasgow at 3 28 p.m. to-day as follows:—Steamer Baron Blantyre: No later news than sailing Natal. (Note.—The Baron Blantyre left Port Natal on Aug. 9 for Adelaide.)

**BARON BLANTYRE.**—Adelaide, Sept. 14.  
—British steamer Baron Blantyre, coal cargo, sailed from Port Natal on Aug. 9, has not arrived. Vessel has not replied to wireless message.

**BARON BLANTYRE.**—Sydney, Sept. 16.  
—Grave fears are entertained for the safety of the steamer Baron Blantyre, which left Port Natal on Aug. 10 with a cargo of coal for Adelaide. She was spoken by wireless when about one-third across the Indian Ocean, but she has not since answered, despite repeated efforts to communicate with her. The theory is that spontaneous combustion occurred in her coal cargo, causing an explosion. Stormy weather was experienced in the track covered, which possibly dismantled the wireless and damaged the propeller and engines. Wireless messages have been broadcast to all vessels between Australia and South Africa to keep a sharp lookout.—"Daily Telegraph."

Adelaide, Sept. 17.—There is still no news of the British steamer Baron Blantyre, which left Port Natal on Aug. 10. The general opinion is that she foundered in mid-ocean before there was time to send out an S.O.S. call.—Reuter.

**BARON BLANTYRE.**—Cape Town, Sept. 18.—Steamer Nestor, from Australia, reports that wireless signals have not elicited any reply from the British steamer Baron Blantyre, which left Port Natal on Aug. 10 and has not since been heard of. Opinion in shipping circles in Durban favours the theory that the vessel has struck an iceberg.—Reuter.

**BARON BLANTYRE.**—London, Sept. 20.  
—The following telegram has been received from the owners of the steamer Baron Blantyre:—Following from our Adelaide agent: Cable commences Radio Perth advises Esperance radio log shows Canadian Adventurer worked Blantyre p.m. fourth but no later information from shipping. Cable ends. Please endeavour ascertain position Canadian Adventurer view making inquiry position Blantyre fourth. (Note.—According to the latest information at Lloyd's the steamer Canadian Adventurer was trading on the Canadian Lakes, and therefore could not have been in the vicinity of the Baron Blantyre.)

**BARON BLANTYRE.**—London, Sept. 22.  
—In reply to inquiry Lloyd's Agents at Perth (W.A.) cable, Sept. 22, as follows: Esperance reports that on Sept. 4 intercepted vessel, presumed to be Canadian Adventurer, working Blantyre, call signs clearly read, but could not distinguish remarks. Position unknown, Blantyre not heard.

Adelaide, Sept. 22.  
—Wireless station at Esperance reports Canadian Adventurer or other vessel same call signs intercepted working Baron Blantyre on Sept. 4. Wireless operator states call signs clearly read but unable to pick up remarks owing to interference working louder wireless station. Both vessels' position unknown, nothing more intercepted. (Note.—The Canadian Adventurer was last reported at Lloyd's to have left South Chicago on Sept. 6 for Port Colborne.)

**BARON BLANTYRE.**—Sydney, Sept. 22.  
—Steamer Mary Horlock, which arrived at Sydney to-day, reports receiving what is believed to be the last wireless message from the steamer Baron Blantyre, on Aug. 15, five days after the Baron Blantyre left Port Natal. The message ended abruptly: "Baron Blantyre, Durban-Australia, cargo coal, meeting extremely bad weather." The wireless operator waited patiently, but fruitlessly, for a continuation of the message. The officers of the Mary Horlock report that they encountered dangerous seas, Captain Hill stating that it was the worst weather experienced for 27 years, and that it was fortunate that the machinery of the steering gear held.—"Daily Telegraph."

On the B

Posted M

24 Oct 1923

24 Oct 1923



No. 3671

*Black Cat* of Goole, official No 58,733, Bunt, Mask

(British Schooner)

— Tons gross

84 Tons Net

Date 1869  
Built

Runcorn for Meragissey.

Application submitted

7<sup>th</sup> November 1923

REMARKS—

Members making Application

Mr H. Worsley 57,547/23

Mr D. E. W. Gibb

Owner

G. H. Grounds  
Runcorn

Cargo

175 Tons 2 cwt Coal

Insurance effected at

London

On Vessel

Lloyds

On Cargo

Latest Account Sailed from Runcorn for  
Meragissey on the 14<sup>th</sup> Sept 1923, put into  
Red Wharf Bay owing to bad weather, and  
was last seen on the 3<sup>rd</sup> Oct. off Tuskar Light  
by the Master of the Sch. "Gauntlet"

Crew 4 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION

From last seen to 7<sup>th</sup> Nov<sup>r</sup> 1923

35

Defur for 7 days

7<sup>th</sup> Nov<sup>r</sup> 1923— do — 14<sup>th</sup> Nov<sup>r</sup> 1923

42

On the Board

14<sup>th</sup> Nov<sup>r</sup> 1923— do — 21<sup>st</sup> Nov<sup>r</sup> 1923

49

Posted Missing

21<sup>st</sup> Nov<sup>r</sup> 1923Interested as Broker for Insurance  
of Hull.Interested as Broker for Insurance  
of Cargo

**BLACK CAT** (s.v.).—London, Oct. 12.—  
The representative of the schooner Black  
Cat advises, under yesterday's date, that  
she left Runcorn at the end of September  
for Falmouth, and was out in the gale  
which occurred in early October. She  
was seen by the master of the Gauntlet  
near Tuskar Light during the passage.  
The Gauntlet subsequently arrived at Fal-  
mouth, but up to the present no tidings  
have been received of the Black Cat. She  
is much overdue, and it is feared  
she may have been lost in the gale.

**BLACK CAT** (s.v.).—London, Oct. 15.—  
Schooner Black Cat, Runcorn for Meva-  
gissey, cargo coal: The vessel's represen-  
tative advises that this vessel left Run-  
corn about Sept. 14 and sailed from the  
Mersey some days later. The Gauntlet  
arrived at Falmouth about Oct. 1, her  
master having seen the Black Cat some  
days previously. The owner of the Black  
Cat has received advice that her boat has  
been picked up off Caldy by a trawler,  
which has delivered it at Milford. There  
is no news of the crew.

**BLACK CAT** (s.v.).—London, Nov. 5.—In  
reply to inquiry, the managing owner of  
the schooner Black Cat writes from  
Runcorn, under date of Nov. 2, that  
Oct. 3 was the date on which his schooner  
was seen near Tuskar Light by the  
master of the Gauntlet, which arrived  
at Falmouth on Oct. 4.



No. 3676

*Lizzie Trenberth* of Fowey, Official No 58,288. R Langmaid, Master  
(British Schooner)

— Tons gross

Date Built 1867

Runcorn for Mevagissey

95 Tons Net

Application submitted

7<sup>th</sup> November 1923

REMARKS—

Member making Application

Mr D. E. W. Gibb

59576/70

Interested as Broker for Insurance of Cargo

Owner

Richard Langmaid (also Master)

Cargo

175 Tons 2 cwt Coal

Insurance effected at

Lloyds

On Vessel

On Cargo

Latest Account Sailed from Runcorn for Mevagissey on the 24<sup>th</sup> Sept 1923, and was last seen on the 2<sup>nd</sup> Oct by the Master of Scho Snowflake.

Crew 5 including Master, Officers, and

Apprentices

Number of Days out

Days

From last seen to 7<sup>th</sup> Nov<sup>r</sup> 1923

36

Defer for 7 days

7<sup>th</sup> Nov<sup>r</sup> 1923— do — 14<sup>th</sup> Nov<sup>r</sup> 1923

43

On the Board

14<sup>th</sup> Nov<sup>r</sup> 1923— do — 21<sup>st</sup> Nov<sup>r</sup> 1923

50

Posted Missing

21<sup>st</sup> Nov<sup>r</sup> 1923

COMMITTEE'S DECISION



No. 3617

*Conovium* of Liverpool, Official No 143,713, McNeil, Master  
(British Steamer)

152 Tons gross

Date 1897  
Built

Garston for Dundalk

55 Tons Net

Application submitted

5<sup>th</sup> December 1923

Subscribers making Application

The Maritime Insurance Co Ltd  
Liverpool 64,667/23

Owner

John McNeil (also Master)  
+ G. H. Fletcher (also Chief Engineer)  
on Charter to Mann Macneal & Co  
Liverpool

Cargo

130 Tons Coal

Insurance effected at

Liverpool

On Vessel

Liverpool

On Cargo

Latest Account Sailed from Garston for  
Dundalk on the 26<sup>th</sup> Oct. 1923, and was last  
seen by the Master of the S.S. "Aspen" at 7.45 a.m.  
on the 27<sup>th</sup> Oct 1923, 10 miles about S.W. from  
Chickens Light (Isle of Man)

Crew 6 including Master, Officers, and Apprentices

Number of Days out

Days

From last seen to 5<sup>th</sup> Decr 1923

39

On the Board

5<sup>th</sup> Decr 1923do 12<sup>th</sup> Decr 1923

46

Posted Missing

12<sup>th</sup> Decr 1923

REMARKS—

Interested as Underwriters on Hull

Not fitted Wireless

CONOVIVUM. — Liverpool, Nov. 1. —  
Steamer Conovium left Garston 10 a.m.,  
Oct. 26, for Dundalk, with a cargo of  
coal. No news since. Owners anxious  
Roads, Isle of Man.

CONOVIVUM. — London, Nov. 4. — The fol-  
lowing telegram has been received from  
Belfast, dated Nov. 3: — There is still no  
trace of the missing steamer Conovium,  
which left Garston for Dundalk on Oct 26  
with 130 tons of coal for Mr. T. L.  
McDonald on charter by Messrs. Mann,  
Macneal & Co., Liverpool.

London, Nov. 4. — A tele-  
gram received from Liverpool, dated  
Nov. 4, states: — All hope has now been  
abandoned for the safety of the coasting  
steamer Conovium, which left Garston on  
Oct. 26 for Dundalk with a cargo of coal,  
and of which nothing has since been  
heard. She was commanded by Captain  
McNeil, of the Isle of Skye; her mate was  
Mr. Brown, of Liverpool; her chief en-  
gineer was Mr. Fletcher, of Garston, and  
two other Garston men were on board,  
fireman Smith and deck boy Meighan.  
Very heavy weather prevailed during Fri-  
day night, Oct. 26, and the following  
Saturday, and it is feared that the Cono-  
vium must have been engulfed with all  
on board. Vessels which left the Mersey  
for Irish ports several days after the  
Conovium sailed have arrived in safety  
and report not having seen her during the  
passage.

CONOVIVUM. — Newry, Nov. 6. — The  
master, McConnell, of the steamer  
Aspen, reports that at 5 a.m. on Oct.  
27, a flare was sighted on the starboard  
bow. At daylight, it was found to be  
from the steamer Conovium. The Aspen  
went close under the vessel's stern and  
asked what was wrong, and was in-  
formed that the Conovium had broken  
down. His offer to tow her was refused.  
The Aspen stood by until 7.45 a.m.,  
when the Conovium was heading N.E.,  
and apparently firing up the boiler; the  
lifeboat was lashed on the engine-room  
skylight, and much coal was lying on the  
foredeck. This was 10 miles about S.W.  
from Chickens Light, Isle of Man. The  
wind was strong S.S.W., and sea heavy,  
but moderating. At 1 p.m. the Aspen  
encountered a S.W. gale.

CONOVIVUM. — London, Nov. 27. — The  
charterers of the steamer Conovium write  
from Liverpool under date of Nov. 26,  
that the bodies of the crew of this steamer  
have been washed up at various points  
on the Cumberland coast.

COMMITTEE'S DECISION



*A. C. Kirk* of Cardiff, Official No 143,535, Kay, Master  
(British Steamer)

699 Tons gross

Date 1920

Caen for Grangemouth

362 Tons Net

Built

Classification - Bureau Veritas + 3/3.1.1

Application submitted

5<sup>th</sup> December 1923

REMARKS—

Member making Application

Mr. F. W. Clark

(Typer + B.D.)

64.168/23

Interested as Broker for Insurance  
of Hull.

Owner

McIntyre, Inglis & Co  
Glasgow

Not fitted Wireless

Cargo

900 Tons Steel Billets

Insurance effected at

Lloyd's &amp; Companies

On Vessel

On Cargo

Latest Account Tailed from Caen for  
Grangemouth on the 9<sup>th</sup> Nov<sup>r</sup> 1923, and  
passed Flamborough Head at 8.30 p.m. on  
the 13<sup>th</sup> Nov<sup>r</sup> 1923

Crew 13 including Master, Officers, and Apprentices

Number of Days out

Days

From last report to 5<sup>th</sup> Dec<sup>r</sup> 1923

22

On the Board

5<sup>th</sup> Dec<sup>r</sup> 1923— do — 12<sup>th</sup> Dec<sup>r</sup> 1923

29

Posted Missing

12<sup>th</sup> Dec<sup>r</sup> 1923

COMMITTEE'S DECISION

**A. C. KIRK.** — Dover, Nov. 12. — When leaving harbour this morning after bunkering, steamer A. C. Kirk, of Cardiff, Caen for Grangemouth, steel billets, struck eastern arm, causing slight indentation in way of main hold, port side. Vessel proceeded after certificate of seaworthiness granted.

**A. C. KIRK.** — London, Nov. 19. — In reply to inquiry re steamer A. C. Kirk, Caen for Grangemouth, which passed Flamborough Head on Nov. 13. Lloyd's sub-agents at Grangemouth telegraph: A. C. Kirk understood left Dover for Grangemouth 2 p.m. last Monday. Not arrived here yet.

**A. C. KIRK.** — London, Nov. 28. — The owners of the steamer A. C. Kirk, which left Caen on Nov. 9 for Grangemouth with steel billets, write from Glasgow, under date of Nov. 26, that nothing has been seen or heard of the vessel or of her crew since she passed Flamborough Head at 8.30 p.m., on Nov. 13, and signalled her name by Morse lamp, despite inquiries all along the coast and of vessels presumed to have been in her vicinity between Nov. 13 and 14, and they conclude that the steamer has been lost. She had a crew of 13 men.



No. 3619

*Evelyn* of Rye, Official No 105,103. Philpot, Master.  
(British Ketch)

— Tons gross

85 Tons Net

Date Built 1900

London for Poole

Application submitted

5<sup>th</sup> December 1923

Subscribers making Application

Bray Gibb & Co L<sup>td</sup>.

65349/12

Interested as Brokers for Insurance  
of Hull & Cargo

Owner

F. J. Everard & Sons L<sup>td</sup>.  
22 St Tower Street  
E.C. 3

Cargo

Cement

Insurance effected at

Lloyds &amp; Companies

On Vessel

Lloyds

On Cargo

**EVELYN** (s.v.). — London, Dec. 3.—The owners of the ketch Evelyn, of Rye, master Philpot, which left London on Sep. 28 last for Poole, with cement, write that the last definite news they can obtain of the vessel is from the master, Wills, of the sailing barge Garson, who was with the Evelyn until 2 p.m. on Oct. 3, when a north-easterly gale came on, and, owing to the thick rain, he lost sight of her. At that time the Garson was eight or nine miles S.E. of the Royal Sovereign Light-vessel and the Evelyn was fully two miles further south. The master of the sailing barge Niagara reported that he thought he saw the Evelyn going out of the Needles on Oct. 20, but he subsequently stated that the ketch barge he saw was a good distance from him and he was not certain that it was the Evelyn.

Latest Account Sailed from London for Poole on the 28<sup>th</sup> Sept 1923, and was last seen by the Master of the "Garson" on the 3<sup>rd</sup> Oct. 1923, about 10 miles S.E. of the Royal Sovereign Light Vessel.

Crew 3 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION

From last seen to 5<sup>th</sup> Decr 1923

63

On the Board

5<sup>th</sup> Decr 1923— do — 12<sup>th</sup> Decr 1923

70

Posted Missing

12<sup>th</sup> Decr 1923



*Rosa* of Alcoa. Official No 63,728, Sinclair, Master.  
(British Steamer)

156 Tons gross

Date Built 1884

London for Gloucester

93 Tons Net

Classification - Lloyd's Register - Not classed.

Application submitted

9<sup>th</sup> January, 1924.

REMARKS—

Member making Application

Mr F. R. Cooper

479/24

Interested as Broker for Insurance on Hull.

Owner

R. Burbage-Clark.  
London

Not fitted Wireless

Cargo

200 Tons Cement in Bags

Insurance effected at

Lloyd's &amp; Companies

On Vessel

On Cargo

Latest Account Sailed from London for Gloucester on the 5<sup>th</sup> Dec. 1923

Crew

6

including Master, Officers, and

Apprentices

Number of Days out

Days

From Sailing to 9<sup>th</sup> Jan'y 1924.

35

On the Board

do —

16<sup>th</sup> Jan'y 1924

42

Posted Missing

16<sup>th</sup> Jan'y 1924

COMMITTEE'S DECISION

**ROSA.**—London, Dec. 11.—One of the two bodies which were landed at Southampton yesterday has been identified as Captain J. G. Sinclair, master of the steamer Rosa. The other body has not been identified. The Rosa left London on Dec. 5 for Gloucester with a cargo of cement.

**ROSA.**—London, Dec. 10.—Telegram received from Southampton to-day states: Steamer Innisholm towed into Southampton to-day lifeboat belonging to steamer Rosa which was sighted drifting five miles south of Portland, near Weymouth on Sunday (Dec. 9). When the Innisholm came near to lifeboat, bodies of six men were seen to be dead in boat, but as small craft capsized before Innisholm could get alongside only two bodies were recovered. These have not been identified. There is no clue to fate of Rosa, but it is supposed she foundered during rough weather. (Note.—The Rosa cleared from London on Dec. 4 for Gloucester.)



No. 3621

*Algora* of Portsmouth, Official No 145,480, Postell, Master.*(British Steamer)*

1254 Tons gross

Date Built 1922

Hamburg for Rochester

756 Tons Net

Classification - Lloyd's Register + 100 A.1. (Last Survey, Feb 1923)

Application submitted

9<sup>th</sup> January 1924

REMARKS—

Member making Application

Mr. W. Cooper  
(J. Hartley Cooper & Co. Ltd.)  
940/24Interested as Broker for Insurance  
on Hull

Owner

S. R. Penney  
(R. S. Penney & Sons  
Brighton)

Not fitted Wireless

Cargo

1934 Tons Kainit

Insurance effected at

London, Newcastle,  
+ Hull.

On Vessel

On Cargo

**ALGORA.**—London, Dec. 29.—In reply to inquiry for news of steamer Algora, which left Hamburg on Dec. 17 for Rochester and London, Lloyd's Agent at Rochester telegraphs to-day as follows:—Regret no news Algora since left Hamburg.

**ALGORA.**—London, Jan. 1.—British steamer Algora is considerably overdue and grave fears are entertained as to her safety. The ship left Hamburg for Rochester on Dec. 17 and has not been heard of since. Shortly after the vessel's departure from Hamburg stormy weather was experienced.—"The Times."

London, Jan. 1.—The owners of the steamer Algora write from Brighton under date of Dec. 31: We are still without any news of the steamer Algora, and the position is now one of the utmost gravity. We are afraid she must have gone with all hands.

**ALGORA.**—London, Jan. 2.—The owners of the steamer Algora write from Brighton, under date of Dec. 31: We are still without any news of the steamer Algora, which left Hamburg at 8 p.m. on Dec. 17 for Rochester and Purfleet with a cargo of kainit, and the position is now one of the utmost gravity. We are afraid she must have gone with all hands.

Latest Account Sailed from Hamburg for Rochester on the 17<sup>th</sup> Decr 1923

Crew 18 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION

From Sailing to 9<sup>th</sup> Jan 1924

23

On the Board

9<sup>th</sup> Jan 1924do — 16<sup>th</sup> Jan 1924

30

Posted Missing

16<sup>th</sup> Jan 1924



Carena

(British Steamer)

262 Tons gross

97 Tons Net

Date Built 1911.

Liverpool for Penryn  
Classification - Lloyd's Register - not classed

Application submitted

6<sup>th</sup> February 1924.

REMARKS—

Subscribers making Application

Lambert Bros (Insurance) L<sup>td</sup>.  
6.724/24Interested as Brokers for Insurance  
of Hull

Owner

Monroe Shipping Co L<sup>td</sup>  
Cardiff.

Not fitted Misch.

Cargo

259 Tons 14 cwt Maize

Insurance effected at

London + Liverpool

On Vessel

On Cargo

Latest Account Sailed from Liverpool for  
Penryn on the 8<sup>th</sup> Jan 1924.

Crew 7 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 6<sup>th</sup> Feb 1924.  
do 13<sup>th</sup> Feb 1924.29  
36

COMMITTEE'S DECISION—

On the Board  
Posted Missing6<sup>th</sup> Feb 1924  
13<sup>th</sup> Feb 1924

**CARENA.**—London, Jan. 18.—Owners advise that steamer Carena left Liverpool on Jan. 8 for Penryn (Cornwall), and since that date they are without any news of the vessel.

**CARENA.**—Liverpool, Jan. 23.—Practically all hope has now been abandoned for the safety of the coasting steamer Carena, of which nothing has been heard since she left the Mersey on Jan. 8 for Penryn with a cargo of maize. Since her departure there have been very heavy gales, and it is the opinion of the owners that the ship must have been caught in the exceptionally heavy weather on the night of Jan. 9 and not having any place to run for shelter has been overwhelmed. It is thought that the Carena would at that time have been nearing the Cornish Coast, where she could not find shelter from the gale. Inquiries have been made all along the coast from the Mersey down to the Welsh coast, where she would have been able to shelter, but no trace has been found of the ship or her crew.—"The Journal of Commerce," Liverpool.



No. 3623

*Nigretia* of Cardiff, Official No 143,509, Lane, Master  
(British Steamer)

624 Tons gross

Date 1/918  
Built

Swansea for Rouen

268 Tons Net

Classification - Lloyd's Register 100 A.1. last Survey Nov<sup>r</sup> 1923

Application submitted

REMARKS—

13<sup>th</sup> February 1924.

Member making Application

Mr. P. D. Ambrose

8.373/24.

Insured as Broker for Insurance  
of Hull.

Owner

Mr. J. R. P. Evans & Mrs. Evans  
W. E. Hinde & Co (Managers)

Not fitted Wireless

Cargo

624 tons Steam Coal

Insurance effected at

London

On Vessel

Liverpool

On Cargo

Latest Account Tailed from Swansea for  
Rouen on the 7<sup>th</sup> Jan<sup>y</sup> 1924

Crew 13 including Master, Officers, and Apprentices

Number of Days out

Days

How Sailing to last report  
from Rouen

COMMITTEE'S DECISION—

On the Board

13<sup>th</sup> Feb<sup>y</sup> 1924

Posted Missing

20<sup>th</sup> Feb<sup>y</sup> 1924How Sailing to 13<sup>th</sup> Febr 1924.

37

— do — 20<sup>th</sup> Febr 1924.

44

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Lloyd's consent.

**NIGRETIA.**—Liverpool, Jan. 16.—Grave fears are entertained in South Wales shipping circles for the safety of the Cardiff-owned steamer Nigretia, which left Swansea at 7 p.m. on Jan. 7 with cargo coal for Rouen. The steamer should have reached her destination on Wednesday or Thursday (Jan. 9 or 10), but up to Tuesday (Jan. 15) no news had been received. The owners of the cargo at Rouen, asked if they had heard anything about the steamer, sent the following reply: "No news of Nigretia." Yesterday morning a telegram was also dispatched to the owners of the steamer Ribbledale, which left Port Talbot for Granville on the same day as the Nigretia left Swansea, asking if they have any news concerning the Nigretia. A reply was received to the effect that the Ribbledale reached Granville on Thursday (Jan. 10). The crew of the Nigretia numbered 13.—"The Journal of Commerce," Liverpool.

**NIGRETIA.** —, Torquay, Jan. 21.—A lifebuoy, marked "Nigretia Cardiff," was recovered off Hopes Nose, by fisherman on Jan. 20.

**NIGRETIA.**—London, Feb. 2.—The finding at Teignmouth of a lifebuoy bearing the name of the steamer Nigretia and the picking up in the bay of an alphabet board with signals, and other wreckage, have given rise to fears that the Nigretia foundered off Hopes Nose, South Devon, during a recent gale. She left Swansea for Rouen on Jan. 7.—"Times."



No. 3624

*Equator* of Riga, Behrsin (Master)  
(Latvian Barquentine)

432 Tons gross

Date 1892.  
Built

Trinidad for Falmouth f.o.

347 Tons Net

Classification - Bureau Veritas 3/3 G.I.I.

Application submitted

27<sup>th</sup> February 1924.

REMARKS-

Member making Application

Mr G. R. Stamp

(Willis Faber + Co)

13583/24

Interested as Broker for Insurance  
of Cargo.

Owner

F. Grand.  
Riga

Cargo

Asphalte in barrels

Insurance effected at

London

On Vessel

Lloyds

On Cargo

Latest Account Sailed from Trinidad  
for Falmouth f.o. on the 5<sup>th</sup> Nov<sup>r</sup> 1923

**EQUATOR** (s.v.).—London, Jan. 30.—Barquentine Equator, Trinidad for Falmouth: In reply to inquiry, Lloyd's Agents at Riga cable Jan. 30:—Latvian barquentine Equator: Since leaving Trinidad owners without any news.

**EQUATOR** (s.v.).—London, Feb. 25.—The owner of the Latvian barquentine Equator writes under date of London, Feb. 22, that the Equator, master Behrsin, left Trinidad on Nov. 5 for Falmouth, for orders, with a crew of nine men and a cargo of asphalt in barrels, and has not since been heard of. The voyage from Trinidad to Falmouth should not take longer than about 50 days, and the average voyage usually occupied about 35 days. Under these circumstances, he fears that the vessel must have been lost.

Crew 9 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION

From Sailing to 27<sup>th</sup> Feb 1924

114

Defer for 14 days

27<sup>th</sup> Feb 1924— " — 12<sup>th</sup> Mch 1924

128

On the Board

12<sup>th</sup> Mch 1924— " — 19<sup>th</sup> Mch 1924

135

Posted Missing

19<sup>th</sup> Mch 1924



No. 3625

Lynæs  
(Danish Schooner)

of Svendborg, Jorgensen, Master.

324 Tons gross

Date Built 1917

Swansea for Lisbon

292 Tons Net

Classification—Bureau Veritas 3/3 G.I.I.

Application submitted

12<sup>th</sup> March 1924.

REMARKS—

Subscribers making Application

Mr. H. G. Jones

(Fester Fothergill Hartung.)  
15.067/24Interested as Broker for Insurance  
of Cargo.

Owner

P. Hansen, Broholm.

(A. E. Sorensen, Manager)

Cargo

555 tons 11 cwt Anthracite Beans

Insurance effected at

Copenhagen

On Vessel

Lloyd's

On Cargo

LYNÆS (s.v.).—London, Mar. 5.—In reply to inquiry, Lloyd's Agents at Lisbon write under date of Mar. 1: Consignees here state that Danish schooner Lynæs, which left Swansea on Dec. 31 for Lisbon, has not yet arrived, and that vessel was sighted on Jan. 7 in the Channel by the schooner Kaj Hvilson.

Latest Account Sailed from Swansea for Lisbon on the 31<sup>st</sup> Decr 1923, and was last seen, in the Channel on the 7<sup>th</sup> Janr 1924, by the Master of the Schr "Kaj Hvilson"

Crew 8

including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From last seen to 12<sup>th</sup> Mch 1924.

65 On the Board

12<sup>th</sup> Mch 1924— " — 19<sup>th</sup> Mch 1924.

72 Posted Missing

19<sup>th</sup> Mch 1924



*Chilier* of Antwerp. Blondé, Master.  
(Belgian Steamer)

5254 Tons gross

Date Built 1918

3145 Tons Net

Antwerp for Savannah  
Classification - British Corporation Register, B.S.\* last survey August 1921

Application submitted

12<sup>th</sup> March 1924.

REMARKS-

Member making Application

M<sup>r</sup> P. D'Ambrumenil

(Barber &amp; D'Ambrumenil)

17.160/24.

Interested as Broker for Insurance of Hull.

Owner

Lloyd Royal Belge  
Société Anonyme

Fitted Wireless

Cargo

7014 Tons. Kainit

Insurance effected at

Lloyds &amp; Companies

On Vessel

On Cargo

Latest Account Sailed from Antwerp for Savannah on the 13<sup>th</sup> Jan<sup>y</sup> 1924, and was last reported by Wireless on the 19<sup>th</sup> Jan<sup>y</sup> 1924 in lat 50 N long 21 W.

Crew 38 including Master, Officers, and 2 Apprentices  
in addition to 2 Stowaways

Number of Days out

Days

From last report to last report  
From Savannah

49

From last report to 12<sup>th</sup> Mch 1924

53

— do —

26<sup>th</sup> Mch 1924

67

— do —

2<sup>nd</sup> Apr 1924

74

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COMMITTEE'S DECISION-

Defer for 14 days

12<sup>th</sup> Mch 1924

On the Board

26<sup>th</sup> Mch 1924

Posted Missing

2<sup>nd</sup> April 1924

CHILIER.—London, Feb. 26. — Steamer Chilier, which left Antwerp on Jan. 13 for Savannah, and was last reported 158 miles S.E. of Valentia on Jan. 16: In reply to inquiry, the owners of the Chilier state that they have no later news.

CHILIER.—London, Feb. 27.—In reply to inquiry, Lloyd's Agent at New York cables Feb. 26 as follows: Steamer Chilier: No information.

—London, Feb. 27.—Owners state: Steamer Chilier, from Antwerp for Savannah, was reported by wirelers on Jan. 19 in lat. 50 N., long. 21 W.



No. 3627

**Conejos** of Philadelphia, Folcan, master  
(United States Steamer)

5/10 Tons gross

Date Built 1920

Poti for Baltimore

3/10 Tons Net

Classification - American Record + A 1 (E)

Application submitted

26<sup>th</sup> March 1924.

Subscriber making Application

Mr S. W. Bullock

(Notice Foyer + Beck)

20.533/24

Owner

United States Shipping Board

Cargo

6,579 tons Manganese Ore

Insurance effected at

Unknown

On Vessel

Rotterdam

On Cargo

Latest Account

Tailed from Poti for  
Baltimore on the 26<sup>th</sup> Dec. 1923, and sent  
out Wireless signals of distress on the 27<sup>th</sup> Dec.  
1923, Sinking fast lat 42.14 N, long 38.46 E

Crew

38

including Master, Officers, and Apprentices

Number of Days out

Days

COMMIT

Now last report to 26<sup>th</sup> Mch 1924.

90

On the Board

— do —

2<sup>nd</sup> April 1924.

97

Posted Missing

2<sup>nd</sup> April 1924

REMARKS—

Interested as representing Cargo Interests

CONEJOS.—Alexandria, Dec. 27.—Wireless station reports: Steamer Conejos S.O.S. position 42 13 N., 38 46 E., one hold leaking forward under water.

CONEJOS.—Constantinople, Dec. 28.—Following wireless received from American steamer Conejos midnight Dec. 26:—No. 1 hold full water, require assistance; choppy sea, moderate wind. Further S.O.S. one hour later:—Sinking fast lat. 42 14 N., long. 38 46 E., about 130 miles west of Batum. Steamer Clontarf proceeded; assistance reports this morning arrived at scene of casualty, sighted nothing till 11 o'clock last night circumscribing place with five miles' radius. If unsuccessful will proceed south towards land search for boats. Conejos was bound Poti for Baltimore, cargo 5000 tons manganese.

Constantinople, Dec. 29.—American steamer CONEIOS: Latest wireless from steamer Clontarf states: Searched all coast at one mile distance between Ordu and Trebizond, but failed discover any signs or new lifeboats. Master of Clontarf now instructed by agents to remain near scene of casualty and continue to search until every possibility pick up crew explored.

Constantinople, Dec. 30.—The small Italian vessel ISONZO, of 250 tons, sank off Zonguldak as the result of a collision. The last fortnight in December has been characterised by violent gales. Much damage has been done to shipping in Turkish waters, particularly in the Black Sea, where the big American cargo steamer CONEJOS, carrying manganese ore, foundered with all hands on Thursday last (Dec. 27). A wireless message picked up by the British steamer Molesey said: CONEJOS sinking fast. Hold No. 1 full of water. Have received no response to calls for help.—Reuter.

Constantinople, Dec. 31.—A wireless message from the steamer Clontarf received yesterday states:—Located apparent place of disaster to the steamer CONEJOS by following streak of oil half-mile wide. At the western end of the streak heavy clouds of oil were rising to the surface position by observation lat. 42 10 N., long. 38 19 E. No signs of wreckage. Consider further search useless.

CONEJOS.—London, Jan. 11.—With reference to a report published in the "Liverpool Daily Post" stating that the American steamer Winona had arrived at Constantinople and reported that the American steamer Conejos had struck a floating mine and sunk, the crew being saved by two Russian steamers, Lloyd's agents at Constantinople, in reply to inquiry asking whether they could confirm this report, cable Jan. 10 as follows: Conejos: No confirmation. Winona's report, which believed false. Body third officer, Otto Glander, wearing lifebelt, found by steamer Alga lat. 42 18 N., long. 38 04 E. Master Alga reports heard while loading at Poti, one lifeboat arrived Tuapse with 17 survivors. Agents now seeking confirmation.

CONEJOS.—Constantinople, Jan. 15.—Steamer Conejos: Reply now received from Harbour Master Tuapse states report of arrival of lifeboat incorrect. Two American destroyers now searching scene of casualty for bodies.



No. 3628

Port de Brest of Dunkirk, Forgeard, Master

(French Steamer)

4,463 Tons gross

2,844 Tons Net

Date Built 1906

Bordeaux for Dakar

Classification - Lloyd's Register + 100 A.1. last survey Jan 1924

Application submitted

2<sup>nd</sup> April 1924

REMARKS—

Subscribers making Application

L. Hammond & Co Ltd  
21, 465/24Brokers for Insurance of part  
Cargo.

Owner

Cie Francaise d'Armement  
Paris

Fitted Wireless

Cargo

4,680 Tons General Cargo

Insurance effected at

Unknown

On Vessel

Lloyd's &amp; Companies

part  
On CargoLatest Account Failed from Bordeaux for  
Dakar on the 8<sup>th</sup> Feb 1924, and last reported  
by Wireless on the 12<sup>th</sup> Feb 1924, off FinisterrePORT DE BREST. — Dakar, Mar. 6. —  
French steamer Port de Brest, left Bor-  
deaux Feb. 8 direct for Dakar. Vessel  
has not been heard of since and fears are  
entertained for her safety.PORT DE BREST. — Paris, Mar. 26. —  
Practically all hope has been abandoned  
for the French steamer Port de Brest,  
which left Bordeaux on Feb. 8 for Dakar  
and Matadi and should have reached  
Dakar on Feb. 22. Nothing has been  
heard of the vessel since Feb. 12, when a  
wireless was sent off from Cape Finis-  
terre. — Reuter.

Crew 37 including Master, Officers, and Apprentices

Number of Days out

Days

From last report to latest report  
From Dakar45  
52

On the Board

2<sup>nd</sup> April 1924

Posted Missing

9<sup>th</sup> April 1924From last report to 2<sup>nd</sup> April 1924  
— " — 9<sup>th</sup> April 192450  
57



No. 3629

*Lusby* of Boston, Official No 146,940. Mair, Master

(British Steam Drifter)

96 Tons gross

40 Tons Net

Date Built 1917

Grimsby for a Fishing Voyage in the North Sea

Application submitted

9<sup>th</sup> April 1924

REMARKS—

Subscribers making Application

Harrington &amp; White

18,784/24

Interested as Insurance Brokers to the Owners

Owner

Boston Deep Sea Fishing &amp; Ice Co

Cargo

Insurance effected at

A Mutual Fishing Club

On Vessel

Lloyds

Anticipated  
On CargoLatest Account Sailed from Grimsby for a Fishing Voyage in the North Sea on the 12<sup>th</sup> Feb. 1924

Crew 8 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From sailing to 9<sup>th</sup> April 1924

57

On the Board

9<sup>th</sup> April 1924do 16<sup>th</sup> April 1924

64

Posted Missing

16<sup>th</sup> April 1924

**LUSBY.**—London, Mar. 3.—The drifter Lusby (not Firsby as before reported), which left Grimsby on Feb. 12 for a 10 days' fishing trip, is reported to have been lost with a crew of eight hands. She belonged to Boston (Linc.). Crew: Skipper, Arthur Mair, of Cullen, Scotland; J. F. and D. C. Brown, brothers, of Yarmouth; James Ross, of Cullen; J. Lawn, G. Wilberforce, W. Transfield, of Grimsby, and W. Manning, Boston.

London, Mar. 5.—In reply to inquiry, the owners of the steam trawler Lusby write from Boston (Linc.), under date of Mar. 4, that the vessel is missing. The Lusby left on Feb. 12, and they have not heard anything further, although they have made inquiries from other trawler skippers.

**LUSBY.**—London, Mar. 26.—A Press Association message states: Skipper Royal, of the trawler Fishtoft, reported on returning to Boston having sighted about 140 miles out in the North Sea a vessel floating bottom upwards which is believed to be the missing drifter Lusby, which left Grimsby for the fishing grounds on Feb. 12 with a crew of eight hands and was not again seen or heard of.

**LUSBY.**—London, Mar. 28.—With reference to the report published in LLOYD'S List of Mar. 26, the skipper of the trawler Fishtoft states that he could not ascertain whether the vessel he passed floating bottom upwards about 140 miles E. by N. of the Spurn was the missing drifter Lusby.



*Nestos* of Piræus. Venetianos, Master  
 (Greek Steel Motor Barge)  
 150 Tons gross  
 94 Tons Net  
 Date Built 1915  
 Piræus for Salonica

Application submitted

16<sup>th</sup> April 1924.

REMARKS—

Subscribers making Application.

Cox + King's Shipping Agency L<sup>td</sup>  
24, 384/24Interested as Brokers for Insurance  
of Cargo

Owner

Société de Produits<sup>+</sup> Engrais Chimiques  
Athens

Cargo

160 Tons Cement + Glassware  
in Cases + barrels

Insurance effected at

On Vessel

Lloyd's + Companies

On Cargo

Latest Account Sailed from the Piræus for  
Salonica on the 18<sup>th</sup> Jan<sup>y</sup> 1924, and was  
last seen off Platana on the 7<sup>th</sup> Feb<sup>r</sup> 1924.

Crew 7 including Master, Officers, and Apprentices

Number of Days out

Days

From last seen to 16<sup>th</sup> Apr 1924.  
 — " — 30<sup>th</sup> Apr 1924  
 — " — 4<sup>th</sup> June 1924.  
 — " — 11<sup>th</sup> June 1924

69

Defer for 14 days

16<sup>th</sup> Apr 1924

83

Defer for further information

30<sup>th</sup> Apr 1924

118

On the Board

4<sup>th</sup> June 1924

125

Posted Missing

11<sup>th</sup> June 1924

COMMITTEE'S DECISION—



No. 3631

"*N. Hansen*" of Marstal, Christensen, Master  
(Danish Schooner)

99 Tons gross

Date 1/9/13

St Lawrence (N.Z.) for Lisbon

79 Tons Net

Built

Classification - Bureau Veritas 3/3 &amp; 1/1.

Application submitted

REMARKS—

30<sup>th</sup> April 1924

Subscribers making Application

Lawrence Philipps & Co (Ins<sup>rs</sup>) Ltd  
26976/24Interested as Brokers for Insurance  
of Cargo

Owner

N. Hansen  
Marstal  
Denmark

Cargo

2,800 Quintals Codfish

Insurance effected at

Marstal

On Vessel

Lloyds

On Cargo

Latest Account Sailed from St Lawrence (N.Z.)  
for Lisbon on the 29<sup>th</sup> Dec<sup>r</sup> 1923

N. HANSEN (s.v.).—London, Feb. 15.—  
A cable received to-day from the owner  
of the schooner N. Hansen states that the  
vessel left Newfoundland on Dec. 28, and  
asks for any later information.

London, Feb. 15.—  
Schooner N. Hansen: In reply to inquiry,  
Lloyd's Agents at Lisbon cable to-day:  
In reply to your telegram of yesterday N.  
Hansen has not arrived. We have no tid-  
ings of her.

Crew 5 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to 30<sup>th</sup> April 1924

123

On the Board

30<sup>th</sup> April 1924— do — 7<sup>th</sup> May 1924

130

Posted Missing

7<sup>th</sup> May 1924



*Nunnington* of London, Official No 145,109. Gibson, Master  
(British Steamer)

703 Tons gross

Date Built 1920

Swansea for Sables d'Olonne

319 Tons Net

Classification - Lloyd's Register +100 A.1. last survey Dec 1923

Application submitted

14<sup>th</sup> May 1924.

REMARKS—

Subscriber making Application

Mr N Douglas

(Furness Withy &amp; Co)

30.3.12/24

Interested as Broker for insurance  
of Hull &c

Owner

Nunnington Steamship Co Ltd  
Newcastle-on-Tyne

Not fitted with

Cargo

872 Tons 8 cwt Coal

Insurance effected at

Lloyd's, Companies & Mutual  
Clubs

On Vessel

Newcastle-on-Tyne

On Cargo

Latest Account Sailed from Swansea for  
Sables d'Olonne on the 11<sup>th</sup> April 1924.

**NUNNINGTON.** — London, Apr. 23.—In  
reply to inquiry the owners of the steamer  
Nunnington, which left Swansea on Apr.  
11 for Sables d'Olonne, telegraph from  
Newcastle, Apr. 23:—"No news whatever  
of Nunnington."

— London, Apr. 23.—In  
reply to inquiry Lloyd's Agent at Nantes  
cables Apr. 23:—"British steamer Nunning-  
ton not arrived Sables d'Olonne. No news."

— Sables d'Olonne, Apr. 20.  
—No news has been received of the British  
steamer Nunnington since she left Swan-  
sea on Apr. 11 for Sables d'Olonne, and  
it is feared that she has been lost with  
all hands.—"L'Ouest Eclair."

Crew 14 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 14<sup>th</sup> May 1924.

33

On the Board.

14<sup>th</sup> May 1924— do — 21<sup>st</sup> May 1924.

40

Posted Missing

21<sup>st</sup> May 1924

COMMITTEE'S DECISION



No. 3633

Bertha of Hamburg, Groth, Master

(German Ship)

1,969 Tons gross

1,842 Tons Net

Date  
Built

1895

Jacksonville for Hamburg

Classification - Lloyd's Register + 100A.1. Last survey June 1922

Application submitted

11<sup>th</sup> May 1924

REMARKS—

Subscribers making Application

L Hammond & Co L<sup>td</sup>

30.9.26/24

Interested as Agents for Cargo Owners

Owner

H. Schmidt  
Hamburg

Cargo

3,147 Tons Phosphate

Insurance effected at

Hamburg

On Vessel

London Companies

On Cargo

Latest Account Sailed from Jacksonville  
for Hamburg on the 3<sup>rd</sup> Jan<sup>y</sup> 1924

Crew 24 including Master, Officers, and Apprentices

Days

Number of Days out

From Sailing to 11<sup>th</sup> May 1924

132

On the Board

14<sup>th</sup> May 1924— do — 21<sup>st</sup> May 1924

139

Posted Missing

21<sup>st</sup> May 1924

COMMITTEE'S DECISION—

**BERTHA** (s.v.).—Washington (D.C.), Jan. 9.—British steamer Dosina reports by wireless:—On Jan. 8, in lat. 32 35 N., long. 75 48 W., passed a submerged lifeboat and picked up a lifebuoy marked "Bertha, Hamburg." (Note.—The ship Bertha, of Hamburg, left Jacksonville on Dec. 31 or Jan. 3 for Hamburg.)

**BERTHA** (s.v.).—Tampico, Jan. 17.—The master of the steamer Dosina reports: At 4 38 p.m. on Jan. 9, passed submerged overturned lifeboat and picked up lifebuoy marked "Bertha, Hamburg." My position at 4 15 p.m. on Jan. 8 was lat. 32 35 N. long. 75 48 W. (See LLOYD'S List of Jan. 22.)

**BERTHA** (s.v.).—London, Apr. 21.—In reply to inquiry the owner of the German ship Bertha writes from Hamburg under date of Apr. 17, that he has received no new information whatever about the vessel. (Note: The German ship Bertha left Jacksonville on Dec. 31 or Jan. 3 for Hamburg; on Jan. 9 the steamer Dosina passed a submerged overturned lifeboat and picked up a lifebuoy marked "Bertha Hamburg.")

**BERTHA** (s.v.).—Hamburg, Apr. 30.—Of the original crew of the ship Bertha, of Hamburg, which is overdue on the voyage from Jacksonville, only the master, Groth, his wife, and four men, were still on board, the rest having deserted at Jacksonville. The remainder of the crew consisted of Americans.—"Schiffenachrichten."



# Independence of Lunenburg, N.S. Official N<sup>o</sup> 141418. Watts, Master

(British Schooner)

201 Tons gross

Date Built 1920

Ardrossan for Antwerp

141 Tons Net

Classification - Lloyd's Register - not classed

Application submitted

28<sup>th</sup> May 1924

REMARKS--

Subscribers making Application

Holmwoods & Back & Manson L<sup>td</sup>  
33157/24Interested as Brokers for Insurance  
of Cargo

Owner

Philpotts L<sup>td</sup>  
Halifax, N.S.

Cargo

5346 Cases Whisky.

Insurance effected at

Lloyds &amp; Companies

On Vessel

On Cargo

Latest Account Sailed from Ardrossan  
for Antwerp on the 19<sup>th</sup> Nov 1924.

Crew 9 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to	28 <sup>th</sup> May 1924	70
do	2 <sup>nd</sup> July 1924	105
do	5 <sup>th</sup> Nov. 1924	231
do	19 <sup>th</sup> Nov. 1924	245

On the Board

5<sup>th</sup> Nov. 1924

Posted Missing

19<sup>th</sup> Nov. 1924

**INDEPENDENCE** (s.v.).—London, Apr. 17.—In reply to inquiry for latest news of the British schooner Independence, which left Ardrossan on Mar. 19 for Antwerp, Lloyd's Agents at Antwerp cable Apr. 17 as follows:—Independence: Vessel not arrived. No news.

**INDEPENDENCE** (s.v.).—London, Apr. 25.—In reply to inquiry for information re the schooner Independence, Lloyd's Agents at Antwerp cable as follows:—British schooner Independence: No news.

**INDEPENDENCE** (s.v.).—London, Apr. 28.—Advices received, dated Apr. 28, state: Lifeboat which belonged to the Independence is in the hands of the Receiver of Wreck at Fowey, and it appears that this boat was picked up at sea on Apr. 4, in lat. 49 15 N., long. 3 20 W.

London, Apr. 28.—In reply to inquiry asking for confirmation of the report that a lifeboat from the above vessel had been landed at Fowey, Lloyd's Agent telegraphs to-day as follows:—Yes; lifeboat from sailer Independence was picked up by steamer Mellanear and landed here on Apr. 4. In possession of Receiver of Wreck.

COMMITTEE'S DECISION—



No. 3635

*Evelyn* of Bridgetown (Barbados). Official No. 112,005. Nelson, Master  
(British Schooner)

334 Tons gross

Date Built 1907

St John's N.Z. for Pernambuco

287 Tons Net

Classification - American Record A.1. last survey Feb 1921

Application submitted

REMARKS—

17<sup>th</sup> September 1924.

Subscribers making Application

Sedgwick Collins & Co<sup>rs</sup>

55811/24

Interested as Brokers for Insurance  
of part Cargo

Owner

Walter S. Monroe  
St John's N.Z.

Cargo

Codfish in Drums

Insurance effected at

On Vessel

London &amp; St John's N.Z.

On Cargo

**EVELYN** (s.v.). — St. John's (NF.), May 19. — Schooner John W. Miller arrived and reports passed portion wreckage on May 8, approximately 150 miles E.S.E. of Sable Island, identified as schooner Evelyn, St. John's (NF.) for Pernambuco. Crew missing.

**EVELYN** (s.v.). — St. John's (NF.), June 16. — According to the Protest of the master of the schooner John W. Miller, on May 8 when that vessel was in lat. 41 19 N., long. 56 09 W., wreckage was reported on the starboard bow, about half a mile distant. The John W. Miller was hove to and the master, accompanied by a seaman, rowed to the wreckage and found it to be the port quarter of a schooner of about 300 tons register, broken off at the fore side of the poop, gone from the keel and keelson. — The stern was broken off diagonally and, on the remaining portion, were the letters "EV," being the first two letters of the vessel's name. Directly underneath were the words "Bridgetown, Barbados," all painted in black letters on a white stern. It was concluded that the wreckage belonged to the schooner Evelyn, which was known to be trading from St. John's (NF.). On returning to the John W. Miller, the master described the wreckage, including a description of the rowse-chocks and quarter-pipes, to the mate, who knew the Evelyn well, having made a voyage in her, and the mate confirmed the master's opinion that there was no doubt whatever that the wreckage was that of the Evelyn.

**EVELYN** (s.v.). — Washington (D.C.), July 3. — Steamer Ohio reports: On June 25 in lat. 44 12 N., long. 37 58 W., passed a piece of wreckage consisting of the stern of a schooner marked "BRID" and "BARB." It was about 50 ft. long and 25 ft. wide, partly submerged. (Note.—The above may possibly refer to the schooner Evelyn, of Bridgetown, Barb.) (See issues of May 21 and June 30.)

Crew 7 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to last report  
from Pernambuco }

On the Board

17<sup>th</sup> Sept 1924

Posted Missing

24<sup>th</sup> Sept 1924

From Sailing to 17<sup>th</sup> Sept 1924  
do 24<sup>th</sup> Sept 1924.

205

212



No. 3636

*Moss Rose* of London, Official N<sup>o</sup> 82,353. Coates, Master  
(British Ketch Barge)

134 Tons gross

Date Built 1884.

Keadby (Lincs) for Sandwich

114 Tons Net

Classification - not classed

Application submitted

19<sup>th</sup> Nov<sup>r</sup> 1924

REMARKS-

Member making Application

Mr D. E. W. Gibb

66.495/24

Interested as Insurance Broker  
for Owner

Owner

E Fagg  
Sandwich

Cargo

216 Tons Coal

Insurance effected at

Not Insured

On Vessel

Not Insured

On Cargo

Latest Account Sailed from Keadby (Lincs)  
for Sandwich on the 15<sup>th</sup> July 1924, and was  
last seen on July 23<sup>rd</sup> in Cotton Roads, by the  
master of the motor vessel "Fencible"

**MOSS ROSE** (s.v.).—London, Aug. 13. —  
It is feared that the Moss Rose, of Sand-  
wich, a small coaster, carrying a crew of  
four, which sailed from Keadby (Lincs),  
with coal, for Sandwich, on July 15, has  
been lost at sea. She passed Hull on the  
following day, but has not been heard of  
since.—"Daily Express."

**MOSS ROSE** (s.v.).—Sandwich, Sept. 5.—  
Sailing barge Moss Rose, which left  
Keadby (Linc.) for Sandwich on July 15  
with coal, is reported to have been spoken  
at 11 30 on July 23 in Corton Roads,  
by the master of the motor vessel  
Fencible, bound for London. (See issue  
of Aug. 14.)

Crew 4. including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION

From last seen to 19<sup>th</sup> Nov<sup>r</sup> 1924.

119

On the Board

19<sup>th</sup> Nov<sup>r</sup> 1924— do — 26<sup>th</sup> Nov<sup>r</sup> 1924

126

Posted Missing

26<sup>th</sup> Nov<sup>r</sup> 1924



No. 3657

*Daleside* of Sunderland, Official No 142,867. Wilson, master

(British Steamer)

489 Tons gross

Date Built 1920

Guernsey for Harwich

202 Tons Net

Classification - Lloyd's Register +100 A.1. Last Survey November 1924

Application submitted

31<sup>st</sup> Dec<sup>r</sup> 1924.

REMARKS-

Member making Application

Mr. S. Lea-Smith  
(Hamilton Smith & Co)

74906/24

Interested as Broker for Insurances  
on Hull.

Owner

Ribble Shipping Co. Ltd.  
(J. J. Sellers & Co)

Not fitted Moulds

Cargo

525 Tons Stone

Insurance effected at

Lloyds &amp; Companies

On Vessel

On Cargo

Latest Account Sailed from Guernsey for  
Harwich on the 26<sup>th</sup> Nov<sup>r</sup> 1924

**DALESIDE.**—Liverpool, Dec. 1.—The owners of the steamer Daleside report they have no news of the vessel, which left Guernsey on Wednesday (Nov. 26) for Harwich.

**DALESIDE.**—London, Dec. 3.—Steamer Daleside, of Liverpool, which left Guernsey last Wednesday (Nov. 26.), with 500 tons of stone for Harwich, has not been heard of since. It is feared she was lost in the gale which sprang up during Wednesday night.—“Westminster Gazette.”

Felpham (by telegram from Bognor, Dec. 3).—A ship's lifeboat has been washed ashore 1½ miles west of Bognor Pier, marks “S.S. DALESIDE” (painted out), “B Crown T 19/4/20 16.8 x 6.1 x 2.4 14 persons”; painted black outside and red inside.

Crew 10 including Master, Officers, and Apprentices

Number of Days out

Days

Now Sailing to 31<sup>st</sup> Dec<sup>r</sup> 1924.

35

On the Board

31<sup>st</sup> Dec<sup>r</sup> 1924— do — 7<sup>th</sup> Jan<sup>r</sup> 1925

42

Posted Missing

7<sup>th</sup> Jan<sup>r</sup> 1925

COMMITTEE'S DECISION—



*John Harrison* of London, Official No 148,495, Beeching, Master  
(British Steamer)

1550 Tons gross

Date 1/1924  
Built

Tyne for Amsterdam

813 Tons Net

Classification, Lloyd's Register +100 A.1.

Application submitted

21<sup>st</sup> January 1925

REMARKS—

Subscribers making Application

J. F. Dixon & Co (London) Ltd.  
2135/25Interested as Brokers for Insurance  
of Hull

Owner

H. Harrison  
London

Not fitted Wireless

Cargo

2300 Tons Coal

Insurance effected at

Lloyd's &amp; Companies

On Vessel

On Cargo

Latest Account Tailed from the Tyne  
for Amsterdam on the 26<sup>th</sup> Dec<sup>r</sup> 1924

**JOHN HARRISON.**—Rotterdam, Jan. 3.—  
Anxiety is felt for the British steamer  
John Harrison, which left the Tyne on  
Dec. 26 for Amsterdam, and which has  
not yet arrived at her destination.

London, Jan. 6.—In  
reply to inquiry, the owners of the steamer  
John Harrison state that they have no  
news of the vessel since she left the Tyne.

**JOHN HARRISON.**—Wyk-auf-Fohr, Jan.  
10.—A white-coloured and undamaged life-  
boat, marked "s.s. John Harrison, Lon-  
don," or "John Harrison," has been  
washed ashore. (See issue of Jan. 7.)

**JOHN HARRISON.**—London, Jan. 14.—  
A Newcastle message says: The news that  
wreckage has been washed ashore on the  
Dutch coast has shattered the last faint  
hope for the safety of the crew of the new  
steamer John Harrison.—"Westminster  
Gazette." (See issues of Jan. 7 and 14.)

Crew 17 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to 21<sup>st</sup> Jan<sup>r</sup> 1925.

26

On the Board.

21<sup>st</sup> Jan<sup>r</sup> 1925— " — 28<sup>th</sup> Jan<sup>r</sup> 1925

33

Posted Missing

28<sup>th</sup> Jan<sup>r</sup> 1925



No. 3639

*Mask*  
**Castlereagh** of Belfast, Official No 99,944. Smythe, Master  
 (British Steamer)

443 Tons gross

Date 1898

176 Tons Net

Built

Ayr for Shoreham

Classification - Lloyd's Register + 100 A.1. (last Survey April 1924)

Application submitted

REMARKS—

1<sup>st</sup> April 1925

Member making Application

Mr R. E. Morrison

19288/25

Interested as Agents for the Owners

Owner

John Kelly Ltd Belfast

Not fitted Master

Cargo

481 Tons 15 cwt Coal

Insurance effected at

London Companies

On Vessel

The Owners

On Cargo

**CASTLEREAGH.**—Needles, Mar. 1.—Following information received from Police, Yarmouth (I.O.W.): Two bodies of seamen washed ashore at Cliffend (I.O.W.) on Feb. 25 and 27 believed to be members of the crew of steamer Castlereagh, of Belfast.

London, Mar. 1. — Telegram from Belfast to-day states: The two bodies washed ashore at Cliffend (I.O.W.), are believed by the owners of the steamer Castlereagh to be those of Charles Cameron, second engineer, and Fireman Grier, of that vessel. (Note.—The Castlereagh left Ayr Feb. 20 for Shoreham, and passed Prawle Point on Feb. 22.)

**THE LOSS OF THE "CASTLEREAGH."**

At an inquest at Freshwater, Isle of Wight, the bodies of two merchant seamen, wearing lifebelts, found on the island shore at the western entrance of the Solent on Thursday and Friday last, were identified as those of Charles Cameron, of Newton Breda, Ireland, and William McMillan, of Belfast, second engineer and cook respectively of the Belfast steamer Castlereagh, which is believed to have foundered with the loss of a crew of 10 in the Channel off the Isle of Wight in a fierce gale on Sunday night or Monday, Feb. 22 or 23, while on a voyage from Ayr to Shoreham.

The coroner, in rendering a verdict of "Accidentally drowned," said the loss of the vessel was a great mystery, deepened by the fact that no distress signal was observed and that no wreckage had been washed ashore. His long experience had shown that the coast of the Isle of Wight became the dumping ground of Channel wreckage, and he never before remembered a disaster in the vicinity where the wreckage had not been cast up. That seemed to indicate a sudden overwhelming of the ship.

The bodies were identified by William John Irwin, of Belfast, a fireman in the Castlereagh, who had a providential escape, owing to illness at Athlone. He left the vessel at Ayr, just before she sailed, and got a man whom he met in the street, and did not know, to take his place. Irwin said that from experience in her on the West Coast of Ireland he would have gone anywhere in the Castlereagh. She was a fine seaboat, and her master, Captain Smythe, of Belfast, was a most experienced and careful sailor.

L.L. 1925

Latest Account

Sailed from Ayr for Shoreham on the 19<sup>th</sup> Febr. 1925 and passed Prawle Point on the 22<sup>nd</sup> Febr 1925.

Crew 10 including Master, Officers, and

Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

*1925*  
 From *last report* sailing to 1<sup>st</sup> April 1925.

38

On the Board

1<sup>st</sup> April 1925

— do — 8<sup>th</sup> April 1925.

45

Posted Missing

8<sup>th</sup> April 1925



Leifur Heppni

(Icelandic Steam Trawler)

346 Tons gross

Date Built 1920

170 Tons Net

(Classification)

of Reykjavik, Oddeon, Master

Reykjavik for Fishing Grounds on West Coast of Iceland

Lloyd's Register + 100 A.1 (last survey Jan 4 1925)

Application submitted

1<sup>st</sup> April 1925

REMARKS—

Member making Application

Mr. E. Blackmore

18586/25

Interested as Broker for insurance of Hull.

Owner

G. Thorsteinsson  
Reykjavik

Cargo

Insurance effected at

London Companies

On Vessel

On Cargo

Latest Account Sailed from Reykjavik for the Fishing Grounds on the West Coast of Iceland on the 3<sup>rd</sup> Feb 1925, and was last seen on the 7<sup>th</sup> Feb 1925

Crew 22 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From last seen to 1<sup>st</sup> April 1925

53

Defer for 14 days

1<sup>st</sup> April 1925— do — 15<sup>th</sup> April 1925

67

On the Board

15<sup>th</sup> April 1925— do — 22<sup>nd</sup> April 1925

74

Posted Missing

22<sup>nd</sup> April 1925

London, Mar. 12.—After three weeks' vain search in Icelandic waters for the missing Hull trawlers FIELD MARSHAL ROBERTSON and SCAPA FLOW, and the Iceland trawler LEIFUR HEPPNI, the small cruisers Harebell and Godetia put in at Aberdeen this afternoon, when it was learned that all hope is definitely abandoned of saving any of the Icelandic and British fishermen who manned these vessels.



No. 3641

*Anine* of Copenhagen, Rizzo, Master  
(Danish Steamer)

1299 Tons gross

785 Tons Net

Date Built 1907.

Type for Civita Vecchia

Classification - Lloyd's Register + 100A.1 (last survey June 1924)

Application submitted

25<sup>th</sup> May 1925.

REMARKS—

Subscriber making Application

Mr. E. R. Wood

27.671/25

Interested as Broker for Insurance  
of Cargo

Owner

Dampskibs "Heimdal"  
M. Carl, (Manager).

Not fitted Wireless

Cargo

1773 Tons Coal

Insurance effected at

Lloyd's &amp; Companies

On Vessel

On Cargo

Latest Account (Sailed from the Type for  
Civita Vecchia) on the 3<sup>rd</sup> Mch 1925, and  
passed Gibraltar on the 13<sup>th</sup> Mch 1925.

Crew 18 including Master, Officers, and — Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From Passing Gibraltar to 27<sup>th</sup> May 1925.

75

On the Board

27<sup>th</sup> May 1925— do — 3<sup>rd</sup> June 1925.

82

Posted Missing

3<sup>rd</sup> June 1925

ANINE. — Copenhagen, Mar. 28. — Anxiety is felt for the safety of the Danish steamer Anine, which left Newcastle on Mar. 3 for Civita Vecchia, and has not been heard of since she passed Gibraltar on Mar. 13. — "Nationaltidende."

## STORM IN THE MEDITERRANEAN.

Gibraltar, Mar. 14.—A tremendous easterly gale was experienced here yesterday, and culminated last night in huge seas breaking over the moles of Admiralty Harbour. On the east side of the Rock a small village in Catalan Bay was inundated and the inhabitants were forced to retreat by the Admiralty tunnel piercing the Rock to the West side in order to seek shelter in Gibraltar Town. Local shipping is disorganised. The mail steamer which left Casablanca on Thursday night (Mar. 12) was forced to take shelter off Cape Spartel throughout Friday and was unable to touch Tangier. A schooner and several lighters have been wrecked on the Spanish shore near Algeciras. Many cottages have been blown down on Spanish territory near Gibraltar. The small French steamer VILLE DE PORT VENDRES foundered last night in the Strait of Gibraltar. The crew of eight were picked up by a Spanish vessel after they had been eight hours in an open boat. They were taken to Algeciras and then brought on here this afternoon.—Reuter.

Melilla, Mar. 13.—Steamer MIGUEL, belonging to Bilbao, in difficult position at harbour owing to strong storm, east wind.

Madrid, Mar. 14.—Owing to the violent storm which is sweeping the Mediterranean, the British Fleet bound for Pollensa Bay has taken shelter at Palma (Maj.). Many ports, especially Algeciras and Malaga, have suffered from the storm, docks, quays and jetties being severely damaged by the heavy seas. Many ships have been dashed against the quays, while others have been cast ashore at various points along the coast, and it is feared that there has been some loss of life. At Malaga fishermen's huts on the shore have been swept away. At Melilla and Ceuta the inhabitants had to take refuge from the violence of the storm, which has caused much damage.—Reuter.



No. 3642

Margarita

(Greek Steamer)

4,443 Tons gross

Date Built 1901

2,826 Tons Net

Classification - British Corporation Register B.S.\* last survey April 1924

Application submitted

28<sup>th</sup> Oct 1925

Member making Application

Mr. P. D'Arbrumenil

56,641/25

Owner

N. B. Metaxas  
London

Cargo

Maize, Hides, &amp;c

Insurance effected at

Lloyd's &amp; Companies

On Vessel

On Cargo

Latest Account Sailed from East London for Dakar on the 7<sup>th</sup> Oct 1925, and sent out Wireless Signals of Distress on the 8<sup>th</sup> Oct 1925, 20 Miles S.E. of Great Fish River

Crew 38 including Master, Officers, and 2 Apprentices

Number of Days out

From Sailing to last Report }  
From Dakar }

From last signal to 28<sup>th</sup> Oct 1925 20  
do 11<sup>th</sup> Nov 1925 34  
do 18<sup>th</sup> Nov 1925 41

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1875, and is used with Lloyd's consent.

REMARKS-

Interested as Broker for Insurance on Hull

Fitted Wireless

MARGARITA. — Port Elizabeth, Oct. 8. — Greek steamer Margarita reports by wireless in a dangerous position off Fish Point. Steamer Edinburgh Castle proceeding to assist. Blowing a westerly gale.

East London, Oct. 8. — Greek steamer Margarita signalled by wireless 20 miles S.E. of Great Fish River in distress, requires assistance. Steamer Edinburgh Castle has proceeded her assistance; expected reach her about 10 a.m.

Port Elizabeth, Oct. 8. — Latest information steamer Margarita reported at 7 a.m. ship almost unmanageable with a list of 20 deg., heavy sea breaking through. British steamer Edinburgh Castle reports reached position at 10 a.m. and searched 15 miles leeward continuing voyage at 1 15 p.m., no signs of anything vicinity. Government steamer Protea and British steamers Durham Castle and City of Kimberley also in vicinity.

Cape Town, Oct. 8. — Greek steamer Margarita left East London last night for Dakar with a cargo of maize. — Reuter.

MARGARITA. — Cape Town, Oct. 8. — The Greek cargo steamer Margarita, loaded with maize, which was proceeding to Dakar, is believed to have foundered with all hands off Great Fish Point between East London and Port Elizabeth. At seven o'clock this morning she sent out an SOS reporting "ship almost unmanageable, twenty degrees list, heavy seas breaking through." The Edinburgh Castle picked up the SOS and arrived on the spot at 10 20 a.m., but found no trace of the Margarita after a vain search in a twenty-mile circle. The Edinburgh Castle is continuing the search. The weather which is very bad is becoming worse. The Margarita left East London last night so heavily laden that but for the high tide she would probably have been unable to cross the bar. — Reuter.

East London, Oct. 8. — British steamer Edinburgh Castle reports cannot trace Greek steamer Margarita. Heavy sea. Continuing voyage. British steamer Durham Castle and Government steamer Protea searching vicinity.

MARGARITA. — Cape Town, Oct. 10. — Search for the Greek cargo steamer Margarita, which is believed to have foundered between East London and Port Elizabeth, has been abandoned. The general opinion is that she capsized owing to her cargo shifting during the extremely violent storm of Thursday (Oct. 8). It is understood that she had on board 35 Greeks and one Japanese. Two of the Greeks were passengers from Beira. — Reuter.

On the Board

11 Nov 1925

Posted Missing

18<sup>th</sup> Nov 1925



No. 3643

*Irena* of Liverpool. Official No 131,293. Jones, Master  
(British Steamer)

260 Tons gross

Date { 1910  
Built {

Granville for Gaston

96 Tons Net

Classification - Lloyd's Register - not classed

Application submitted

2<sup>nd</sup> December 1925.

REMARKS—

Member making Application

Mr H. G. Beck

62919/25

Interested as Broker for Insurance  
of Hull.

Owner

Irena Shipping Co<sup>l</sup> Ltd.  
(Morrice Bros)

Not fitted. Woodcase

Cargo

250 Tons Superphosphates  
(in bags)

Insurance effected at

London

On Vessel

On Cargo

Latest Account Sailed from Granville  
for Gaston on the 6<sup>th</sup> Nov<sup>r</sup> 1925

Crew 7 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to 2<sup>nd</sup> Dec<sup>r</sup> 1925.

26

On the Board.

2<sup>nd</sup> Dec<sup>r</sup> 1925— do — 9<sup>th</sup> Dec<sup>r</sup> 1925.

33

Posted Missing

9<sup>th</sup> Dec<sup>r</sup> 1925



No. 3644

*Derville* of Goole, Official No. 146,398. Harvard, Master  
(British Steamer)

851 tons gross

Date built 1925

St Anthony N.Z. for Malaga

452 Tons Net

Classification - Bureau Veritas 3/3.1.1.

Application submitted

16<sup>th</sup> Dec<sup>r</sup> 1925.

REMARKS-

Member making Application

Mr. P. F. Senier

66.019/25

Interested as Broker for Insurance  
of Cargo

Owner

Calvert Larssen & Co.  
Hull.

Not fitted Wireless

Cargo

17,183 Quintals of Codfish

Insurance effected at

On Vessel

Lloyds &amp; Companies

On Cargo

Latest Account Sailed from St Anthony  
N.Z. for Malaga on the 15<sup>th</sup> Oct<sup>r</sup> 1925

DERVILLE. — London, Nov. 6.—Steamer Derville, Newfoundland for Malaga: In reply to inquiry Lloyd's Agents at Malaga telegraph Nov. 6 as follows:—Derville has not arrived. We have no tidings of her.

Crew 15 including Master, Officers, and Apprentices

Days

Number of Days out

From Sailing to last report  
from Malaga 1/12

56

On the Board

16<sup>th</sup> Dec<sup>r</sup> 1925From Sailing to 16<sup>th</sup> Dec<sup>r</sup> 1925  
— do — 23<sup>rd</sup> Dec<sup>r</sup> 1925

62

69

Posted Missing

23<sup>rd</sup> Dec<sup>r</sup> 1925

COMMITTEE'S DECISION—



No. 3445

*Galleon* of Newcastle-on-Tyne, Official No. 145,506 *Burton* Master  
(British Steamer)

721 Tons gross

Date Built 1923

Blyth for London

349 Tons Net

Classification - Lloyd's Register +100 A.1. Last survey June 1925

Application submitted

16<sup>th</sup> Dec<sup>r</sup> 1925

REMARKS—

Subscribers making Application

Kaye Son & Co Insurance L<sup>td</sup>  
66/82/25

Interested as Brokers for insurance  
of Hull

Owner

Galleon Shipping L<sup>td</sup>

Not fitted Moulds

Cargo

801 Tons Coal

Insurance effected at

Lloyds &amp; Companies

On Vessel

On Cargo

Latest Account Sailed from Blyth for  
London on the 24<sup>th</sup> Nov<sup>r</sup> 1925

Crew 13 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to 16<sup>th</sup> Dec<sup>r</sup> 1925

22

On the Board

16<sup>th</sup> Dec<sup>r</sup> 1925—do— 23<sup>rd</sup> Dec<sup>r</sup> 1925

29

Posted Missing

23<sup>rd</sup> Dec<sup>r</sup> 1925

**GALLEON.** — London, Nov. 30.—The following telegram has been received in London, dated Nov. 29:—Steamer Galleon left Blyth 6 40 Tuesday night (Nov. 24) for London, cargo coals. No news since then.

London, Nov. 30.—In reply to inquiry, Lloyd's Signal Station at Spurn

Head telegraphs 1 15 p.m., Nov. 30: Nothing seen of steamer Galleon. Visibility bad. In reply to inquiry Lloyd's Signal Station at Flamborough Head telegraphs 1 20 p.m., Nov. 30: No records of passing or sheltering of Galleon at Flamborough Head.

London, Nov. 30.—In reply to inquiry Lloyd's Agent at Yarmouth (Nor.) telegraphed at 3 13 p.m. to-day: Galleon not anchored in Yarmouth Roads.

In reply to inquiry, Lloyd's Signal Station at Flamborough Head telegraphed at 6 55 p.m. on Nov. 30: Bridlington reports a vessel, presumed Galleon, sailed yesterday afternoon after sheltering in Bridlington Bay.

**GALLEON.** — Yarmouth (Nor.), Dec. 1.—Have received advice lifebuoy picked up at Palling marked "KNML s.s. Galleon." [Note.—KNML are the signal letters of the steamer Galleon, which left Blyth on Nov. 24 for London.]

Sheringham, Dec. 1.—Two lifebuoys picked up, one at Palling and one at Trimmingham, marked "KNML s.s. Galleon," also part of ship's boat, starboard side completely gone, painted black with brown gunwale, no marks.

Yarmouth (Nor.), Dec. 1.—Part ship's boat length 15 ft., painted black with brown gunwale, starboard side completely gone, also another lifebuoy marked "s.s. Galleon" washed ashore Trimmingham.

**GALLEON.** — London, Dec. 3.—Advices from the owners of the steamer Galleon, dated Newcastle Dec. 2, state that the colour of the lifeboat passed by the steamer Torholm, being white, corresponds with that of the lifeboats of the steamer Galleon, except that the gunwales are painted, teak colour. (See under Derelicts and Wreckage in issue of Dec. 3.)



*Sutton* of Liverpool. Official No 143676. Terretta, Master.  
(British Steamer)

485 Tons gross

Date Built 1920

Aberystwith for Antwerp

210 Tons Net

Classification - +100 A.1. last survey March 1925

Application submitted

23<sup>rd</sup> Dec<sup>r</sup> 1925

REMARKS-

Member making Application

Mr. R. Todd

67,940/25

Interested as Broker for Insurance of Hull

Owner

Overton Steamship Co<sup>l</sup>

Not fitted with

Cargo

260 Tons Lead for Zinc Residue

Insurance effected at

Lloyds &amp; Companies

On Vessel

On Cargo

Latest Account Sailed from Aberystwith for Antwerp on the 27<sup>th</sup> Nov<sup>r</sup> 1925Crew 10 including Master, Officers, and Apprentices  
+ Master's wife + daughter

Number of Days out

Days

From Sailing to 23<sup>rd</sup> Dec<sup>r</sup> 1925.

26

On the Board

23<sup>rd</sup> Dec<sup>r</sup> 1925— do — 30<sup>th</sup> Dec<sup>r</sup> 1925.

33

Posted Missing

30<sup>th</sup> Dec<sup>r</sup> 1925

COMMITTEE'S DECISION

**SUTTON.**—Newquay (Cardigan), Dec. 1.  
—Wreckage of small boat and lifebuoy marked "Sutton," also two bodies, washed ashore at Penbryn, Cardiganshire.

—London, Dec. 1.—The owners of the steamer Sutton telegraph that the vessel left Aberystwith for Antwerp at 6.30 on Friday evening (Nov. 27).

—London, Dec. 1.—In reply to inquiry, Lloyd's Agent at Aberystwith telegraphs to-day: Steamer Sutton left this port with cargo lead ore for Antwerp. Only information I have is from newspaper report of finding of ship's boat near Aberporth, between Newquay and Cardigan.

—London, Dec. 1.—From tattoo marks on the arms, the body of a man washed ashore at Aberporth beach has been identified by his brother, Harry Booth, of Runcorn. A message from the Runcorn police states that the female body washed ashore at Penbryn is probably that of the master's wife.

—London, Dec. 1.—It is now definitely established that the bodies washed ashore during the week end on the coast of southern Cardiganshire are those of the crew of the steamer Sutton, a Liverpool coaster, which left Aberystwith under good conditions on Friday (Nov. 27) for Antwerp, loaded with lead and zinc concentrates, in charge of Captain Teretta, with a crew of ten men. The master was accompanied by his wife and their daughter.



No. 3647

*Cotopaxi* of New York,  
(American Steamer)

2,357 Tons gross

Date 1918  
Built

Charleston for Havana

1,433 Tons Net

Classification - American Record + A I (E)

Application submitted

REMARKS—

23<sup>rd</sup> Decr 1925

Member making Application

Mr G. R. Stamp 68933/25

Interested as Broker for insurance  
of Hull.

Owner

Clinchfield Nav Co Inc:  
New York.

Fitted Wireless

Cargo

3,890 Tons Coal.

Insurance effected at

London

On Vessel

On Cargo

**COTOPAXI.**—London, Dec. 7. — The following cable has been received from New York, dated Dec. 5: Steamer Cotopaxi owned Clinchfield Navigation Company, Charleston for Havana, coal laden, now two days overdue. Ship previously reported listing with water in holds. Owners are endeavouring to locate by radio, also arranging for Revenue cutters to search for vessel.

**COTOPAXI.** — London, Dec. 9.—The following information, dated Dec. 8, has been received: Radio efforts locate steamer Cotopaxi and cutter search unavailing. (See issue of Dec. 8.)

**COTOPAXI.** — Jacksonville, Dec. 1. — Steamer Cotopaxi, which left Charleston on Nov. 29 for Havana, with coal, reported to-day that she had water in the hold and was listing badly, but did not send out a distress call.—"The New York Herald." (See issues of Dec. 8 and 10.)

**COTOPAXI.**—Key West (Fla.), Dec. 4.—Motor boats have been ordered to leave here to-morrow to search for the missing steamer Cotopaxi.—New York "Journal of Commerce."

Latest Account sailed from Charleston for Havana on the 29<sup>th</sup> Novr 1925, and sent out Wireless Signals of distress on 1<sup>st</sup> Decr 1925

Crew 32, including Master, Officers, and — Apprentices

Number of Days out

Days

From Sailing to last report {  
From Havana }

18

From 1/12/25 to 23<sup>rd</sup> Decr 1925  
— do — 30<sup>th</sup> Decr 1925

22

29

COMMITTEE'S DECISION—

Defer for 7 days

23<sup>rd</sup> Decr 1925

On the Board

30<sup>th</sup> Decr 1925

Posted Missing

6<sup>th</sup> Janr 1926



**Elsdon**

(British Steamer)

1522 Tons gross

805 Tons Net

Date Built 1914

Classification

Immingham for Odense

(Denmark)

Lloyd's Register + 100 A.I. last survey Nov<sup>r</sup> 1925

Application submitted

13<sup>th</sup> January 1926.

REMARKS—

Subscribers making Application

Alfred Blackmore & Co  
1741/26.+ W<sup>r</sup> E. R. Wood.

Owner

The Sharp Steamship Co. Ltd.  
Newcastle-on-Tyne.

Cargo

1979 Tons 4 cwt Gas Nut Coal.

Insurance effected at

Lloyds + Companies

On Vessel

Sun Insurance Office

+ Queensland Insurance Co.

On Cargo

Latest Account

Sailed from Immingham  
for Odense on the 18<sup>th</sup> Dec<sup>r</sup> 1925.

Crew

17

including Master, Officers, and

Apprentices

Number of Days out

Days

From Sailing to last report from  
OdenseFrom Sailing to 13<sup>th</sup> Jan<sup>y</sup> 1926 26  
— do — 20<sup>th</sup> Jan<sup>y</sup> 1926 33

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with Lloyd's consent.

ELSDON. — London, Dec. 29. — In reply to inquiry, owners of the steamer Elsdon telegraph from Newcastle-upon-Tyne, to-day, as follows: Steamer Elsdon sailed from Immingham, 10 p.m., Dec. 18, for Odense. Now eight days overdue.

London, Dec. 29. — In reply to inquiry, Lloyd's Signal Station at Flamborough Head telegraphed to-day as follows: — No record of steamer Elsdon passing Flamborough Head on Dec. 18.

ELSDON. — London, Dec. 30. — Owners of the steamer Elsdon telegraph from Newcastle-upon-Tyne, Dec. 30: Sailing vessel Marie arrived Thiboron, West Coast of Jutland, with lifeboat marked "ELSDON," containing one corpse, which was lost during salving.

ELSDON. — Christianssand, Jan. 9. — Boat marked "Elsdon" has been picked up near Arendal. (See issues of Dec. 30 and 31.)

COMMITTEE'S DECISION

On the Board

13<sup>th</sup> Jan<sup>y</sup> 1926

Posted Missing

20<sup>th</sup> Jan<sup>y</sup> 1926



No. 3649

*Mimi* of Westchanderfshw. Fr Hinrichs, Master  
(German Schooner)

151 Tons gross

Date Built 1921

126 Tons Net

Classification - German Register + 100 A.K.

Boiness for Husum (Germany)

Application submitted

13<sup>th</sup> January 1926.

REMARKS—

Member making Application

Mr G R. Stanip.  
2016/26.Interested as Broker for Insurance  
of Cargo

Owner

Fr Hinrichs (also Master)

Cargo

203 tons/7cwt Coal.

Insurance effected at

Germany.

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Boiness on the  
20<sup>th</sup> Nov<sup>r</sup> 1925, and left Dypart on the  
23<sup>rd</sup> Nov<sup>r</sup> 1925 for Husum

Crew 5 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

Defer for 7 days

13<sup>th</sup> Jan<sup>r</sup> 1926

On the Board

20<sup>th</sup> Jan<sup>r</sup> 1926

Posted. Missing

27<sup>th</sup> Jan<sup>r</sup> 1926From leaving Dypart to 13<sup>th</sup> Jan<sup>r</sup> 1926

57

do — 20<sup>th</sup> Jan<sup>r</sup> 1926.

58

do — 27<sup>th</sup> Jan<sup>r</sup> 1926

65

The Lloyd's mark is owned by Lloyd's a body incorporated under the Lloyd's Act 1871, and is used with  
Lloyd's consent.



No. 3650

*Axinite*  
(British Steam Trawler)

of Hull, Official No 148,444. Marwood, Master

352 Tons gross

Date built 1925

Hull for Iceland Fishing Grounds

150 Tons Net

Classification

Lloyd's Register + 100 A.1 (last survey Nov 1925)

Application submitted

27<sup>th</sup> January 1926.

REMARKS-

Subscribers making Application

Holmwoods + Back + Manson L<sup>d</sup>.  
4,640/26Interested as Brokers for Insurance  
on Hull.

Owner

Kingston Steam Trawling L<sup>d</sup>  
Hull.

Not fitted Wireless

Cargo

Insurance effected at

Lloyds

On Vessel

On Cargo

Latest Account Sailed from Hull for  
Iceland Fishing Grounds on the 1<sup>st</sup> Dec 1925  
and last seen off Langanæs (Iceland)  
on the 7<sup>th</sup> Dec 1925

Crew 13 including Master, Officers, and Apprentices

Number of Days out

Days

From last seen to 27<sup>th</sup> Jan 1926.

51

Defer for 7 days

— do — 3<sup>rd</sup> Feb 1926.

58

On the Board.

— do — 10<sup>th</sup> Feb 1926.

65

Posted Missing

AXINITE. — London, Dec. 31. — The owners of the steam trawler Axinite telegraph from Hull: Axinite sailed Dec. 1, now overdue. No news obtainable. The trawler was making the Iceland fishing trip and was due back at Hull about Dec. 25.

AXINITE. — London, Jan. 1. — Steam trawler Axinite. In reply to inquiry, the Hull Mutual Company's Agent at Reykjavik wires: Have made inquiries all north also west coast. Vessel last heard of at Patrick's Fjord, Dec. 10.

AXINITE. — London, Jan. 7. — The Admiralty has commissioned the fishery patrol H.M.S. Harebell to proceed to Icelandic fishing grounds to search for the Hull trawler Axinite, which is now a fortnight overdue. The Axinite carried a crew of thirteen, and has not been heard of since December. Severe stormy weather was afterwards experienced, and two other Hull trawlers were driven ashore in a blizzard, one at Iceland and the other on the Norwegian coast. The Harebell will leave on Saturday (Jan. 9).

AXINITE. — Hull, Jan. 20. — H.M.S. Harebell has reported to the Admiralty that the search for the Hull trawler Axinite in Icelandic waters has not been successful. The message adds that an Icelandic gunboat and trawlers took part in the search. The trawler left Hull on Dec. 1 for Iceland fishing grounds with crew of thirteen hands. — Lloyd's List Correspondent.

COMMITTEE'S DECISION



No. 3651

*Eliza* of St John's N.F. Official No 108952 Ahearn, Master  
(British Schooner)

Tons gross

Date Built 1877

24 Tons Net

Classification - Not classed

St John's N.F. for Riverhead, St Mary's Bay N.F.

Application submitted

21<sup>st</sup> April 1926

REMARKS—

Subscribers making Application

C.E. Heath &amp; Co. Ltd.

12,534/26

Interested as Brokers for Insurance of Cargo.

Owner

Geo Burton

Thos Smythe (Mortgagee)

Cargo

Provisions

Insurance effected at

On Vessel

London Companies

On Cargo

Latest Account Sailed from St John's N.F.  
for Riverhead, St Mary's Bay N.F. on the  
18<sup>th</sup> Oct<sup>r</sup> 1925.

Crew 3 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 21<sup>st</sup> April 1926.

185

On the Board.

21<sup>st</sup> April 1926do 28<sup>th</sup> April 1926.

192

Posted Missing.

28<sup>th</sup> April 1926

COMMITTEE'S DECISION—



*Arabia* of Hamburg, Bernhold, Master  
(German Steamer)

1385 Tons gross

Date Built 1921

Dartmouth for Limerick

1152 Tons Net

Classification - German Register +100 A

Application submitted

28<sup>th</sup> April 1926

REMARKS—

Subscribers making Application

Glanville Puthoven &amp; Co. Ltd.

24/7/26/26

Interested as Underwriters on Hull

Owner

Hamburg Amerika Linie

Fitted Wireless

Cargo

1790 Tons Rails &amp; Machinery

Insurance effected at

Hamburg

On Vessel

Berlin

On Cargo

Latest Account Sailed from Dartmouth for Limerick on the 1<sup>st</sup> March 1926, and was last seen by the Master of the S.S. "Manchester Brigade" on the 4<sup>th</sup> Mch/1926 in lat 51.01 N long. 9.45 W.

Crew 19 including Master, Officers, and Apprentices

Number of Days out

Days

From last seen to 28<sup>th</sup> April 1926

55

On the Board.

28<sup>th</sup> April 19265<sup>th</sup> May 1926

62

Posted Missing

5<sup>th</sup> May 1926

COMMITTEE'S DECISION

ARABIA.—London, Mar. 13.—In reply to inquiry, Lloyd's Agents, Queenstown, telegraph Mar. 12:—Arabia: No news. (Note.—Steamer Arabia, Hamburg for Limerick, left Dartmouth on Mar. 1, and signalled by wireless to Land's End, Mar. 2, 24 miles S.W.)

London, Mar. 13.—In reply to inquiry Lloyd's Agents covering the district between Wexford and Tralee all telegraph that they have no news of the vessel.

ARABIA.—Dublin, Mar. 15. — It is feared that the German steamer Arabia, owned by the Hamburg-Amerika Line, which left Hamburg for Limerick on Feb. 25, foundered with all hands in the Irish Sea during the storm of Mar. 3. The Arabia was employed by Messrs. Siemens Schuckert in the service of the Shannon scheme, and carried a crew of 19 men. The cargo consisted of 1400 tons of rails and 350 tons of machinery, including four locomotives. The Arabia passed the Lizard on the evening of Mar. 2, when a wireless message was picked up by the station there, and since that time nothing has been heard of her. When the gale struck her she would have been midway across the Irish Sea. The Limerick Steamship Company, the agents for the Arabia's owners, are without any news.—"The Times" Correspondent.

ARABIA.—London, Mar. 18.—The master, Stott, of the steamer Manchester Brigade writes from Manchester, under date of Mar. 16: We passed the steamer Arabia hove-to at 5.30 p.m. on Mar. 4 in lat. 51 01 N., long. 9 45 W. She had on deck two wagons, one forward and one aft. Weather at that time, heavy N.W. gale and high sea.



**Gertrud** of Marstal, Raomussen, Master  
(Danish Schooner)

96 Tons gross

80 Tons Net

Date Built 1913

St John's N.F. for Oporto

Classification - Bureau Veritas 3/3 G.I.1

Application submitted

5<sup>th</sup> May 1926.

REMARKS—

Member making Application

Mr P. J. Senior

25/77/26

Interested as Broker for Insurance of Cargo

Owner

Erik B. Kromann  
Marstal.

Cargo

2673 Cwt Codfish

Insurance effected at

Lloyds & Company

On Vessel

On Cargo

GERTRUD (s.v.).—London, Mar. 24.—In reply to inquiry for latest news received by the owners of the schooner Gertrud, Lloyd's agent at Svendborg cables Mar. 24: Danish schooner Gertrud sailed from St. John's (N.F.) on Jan. 25 bound for Oporto.

In reply to inquiry, Lloyd's Agents at Oporto cable Mar. 24: Danish schooner Gertrud has not been reported since sailing from Newfoundland.

GERTRUD (s.v.).—London, Mar. 30.—Danish schooner Gertrud, St. John's (N.F.) for Oporto: In reply to inquiry the master of the American steamer American Farmer confirms that he spoke the Danish schooner Gertrud on Jan. 28, in lat. 47 37 N., long. 35 14 W., which vessel asked to be reported.

Latest Account Sailed from St John's N.F. for Oporto on the 25<sup>th</sup> Jan'y, 1926, and was last seen by the Master of the S.S. "American Farmer" on the 28<sup>th</sup> Jan'y 1926 in lat 47.37 N long 35.14 W.

Crew 5 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From last seen to 5<sup>th</sup> May 1926.

97 Deferred 7 days

5<sup>th</sup> May 1926

do 12<sup>th</sup> May 1926

104 Deferred 14 days

12<sup>th</sup> May 1926

do 26<sup>th</sup> May 1926

118 On the Board

26<sup>th</sup> May 1926

do 2<sup>nd</sup> June 1926.

125 Posted Missing

2<sup>nd</sup> June 1926



**Suduffco**  
(American Steamer)

of Port Newark, N.J. Turner, Master.

3285 Tons gross

Date Built 1920

New York for Colon (Panama)

1997 Tons Net

Classification - American Record. + A.I. (E)

Application submitted

12<sup>th</sup> May 1926

REMARKS-

Subscribers making Application

Matthews Wrightson & Co. Ltd.  
26.11.26.

Interested as Brokers for insurance on Hull.

Owner

Submarine Boat Corporation  
New York

Fitted Wireless

Cargo

General.

Insurance effected at

Lloyds + Companies

On Vessel

On Cargo

**SUDUFFCO.**—Colon, Apr. 5.—American steamer Suduffco is two weeks overdue. (Note.—The Suduffco cleared from New York on Mar. 15 for San Francisco.)

**SUDUFFCO.**—London, Apr. 9.—A report in the New York Maritime Register states that the steamer Suduffco sailed from Port Newark (N.J.) Mar 13 for San Francisco.

According to "The Journal of Commerce" (New York), the Suduffco signalled by wireless at noon on Mar. 14 132 miles South of Scotland Light-vessel.

Latest Account Sailed from New York for Colon (Panama) on the 13<sup>th</sup> Mch 1926. and reported herself by Wireless on the 14<sup>th</sup> March 1926, 132 miles South of Scotland Light Vessel.

Crew 29 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION

From last report to 12<sup>th</sup> May 1926

59

On the Board

12<sup>th</sup> May 1926

do 19<sup>th</sup> May 1926

66

Posted Missing

19<sup>th</sup> May 1926



No. 3655

Loyal Citizen

(British Steamer)

4,294 Tons gross

Date Built 1906.

2,794 Tons Net

Classification -

Baltimore for Rio Grande-do-Sul.

Lloyd's Register +100A.1. Last Survey August 1925.

Application submitted

REMARKS—

20<sup>th</sup> October 1926.

Member making Application

Mr. E. Blackmore.

52,172/20

Interested as Broker for insurances on Hull.

Owner

Loyal Line L.  
Cardiff

Fitted Wireless

Cargo

Coal

Insurance effected at

Lloyd's &amp; Companies

On Vessel

On Cargo

**LOYAL CITIZEN.**—Bermuda, Sept. 14.—British steamer Loyal Citizen reports apartment in No. 3 hold filling up. Taking to boats soon. Position lat. 31 18 N., long. 67 00 W. Three steamers proceeding to assistance.

**LOYAL CITIZEN.**—New York, Sept. 14.—SOS messages have been received here to-day reporting that the crew of the British cargo steamer Loyal Citizen, which is off the coast of Bermuda, were about to leave the ship in lifeboats, the vessel having been so badly damaged in a hurricane that her rail was awash. Local broadcasting was shut down in hope of gleanings additional particulars, but, so far, no further news is available. —Reuter.

Bermuda, Sept. 15.—Several steamers searched in vicinity of position of Loyal Citizen but with no result. Motor vessel Den Haag passed capsized lifeboat and wreckage.

New York, Sept. 15.—Dutch motor vessel Den Haag reports by wireless: In lat. 31 33 N., long. 67 13 W., sighted capsized lifeboat and other wreckage, doubtless from steamer Loyal Citizen.

**LOYAL CITIZEN.**—New York, Sept. 15.—Little hope is held out to-night for the safety of the crew of the British cargo steamer Loyal Citizen, which was reported yesterday afternoon to be sinking about

200 miles off the coast of Bermuda. The Dutch tanker Den Haag and the British steamer Princess May answered the SOS calls, but reported that they found only a capsized lifeboat. After searching the seas a while without avail the two vessels returned to their courses. It is now feared that all the ship's lifeboats met the same fate as the one found capsized. The crew of the Loyal Citizen is believed to have numbered thirty-five. —Reuter.

COMMITTEE'S DECISION—

Deferred for 7 days

20<sup>th</sup> Oct 1926

On the Board

27<sup>th</sup> Oct 1926

Posted Missing.

3<sup>rd</sup> Nov 1926

Number of Days out

Days

From last Signal to last report

From Rio Grande do Sul.

From last Signal to

20<sup>th</sup> Oct 1926

36

"

27<sup>th</sup> Oct 1926

43

"

3<sup>rd</sup> Nov 1926

50



# Golden Cape

(British Steamer)

4,554 Tons gross

Date Built 1924

2,900 Tons Net

Classification

Hampton Roads for Rio de Janeiro

Lloyd's Register + 100 A.1. last survey March 1926

Application submitted

27<sup>th</sup> October 1926

REMARKS—

Member making Application

Mr. A. W. Davidson

(Howard Houlder &amp; Partners Ltd)

56,002/26

Interested as Broker for Insurance of Hull.

Owner

Golden Cape Steamship Co. Ltd.  
(Wylie Ross & Co.) Managers

Fitted Wireless

Cargo

6,250 Tons Coal

Insurance effected at

Lloyd's &amp; Companies

On Vessel

On Cargo

**GOLDEN CAPE.**—London, Oct. 6.—In reply to inquiry the owners of the steamer Golden Cape, which left Hampton Roads on Sept. 4 for Rio Janeiro, state that they have received no later information.

London, Oct. 6.  
—In reply to inquiry, Lloyd's Agent at Rio Janeiro telegraphs Oct. 6: Steamer Golden Cape has not arrived; we have no tidings of her. Owners' agents have received no reply to their telegram sent by wireless telegraphy to this vessel yesterday.

Latest Account Sailed from Hampton Roads for Rio de Janeiro on the 4<sup>th</sup> Sept 1926.

Crew 36 including Master, Officers, and 1 Apprentices

Number of Days out

Days

From Sailing to last report from Rio de Janeiro

Defer for 7 days

27<sup>th</sup> Oct 1926

On the Board

3<sup>rd</sup> Nov 1926From Sailing to 27<sup>th</sup> Oct 1926

53

Posted Missing

10<sup>th</sup> Nov 1926do 3<sup>rd</sup> Nov 1926

60

do 10<sup>th</sup> Nov 1926

67

The Lloyd's mark is owned by Lloyd's & Co. incorporated under the Lloyd's Act 1871, and is used with Lloyd's consent.



No. 3657

*Magda* of Grimsby, Official No 144,094, Hickmott, Master  
*British Motor Fishing Vessel*

26 tons gross

Date

Built 1916

15 tons Net

Grimsby for a Fishing Voyage in the North Sea.

Application submitted

24<sup>th</sup> November 1926

REMARKS—

Subscribers making Application

Holmwoods + Back, + Manson

Interested as Brokers for Insurance of Hull.

Owner

The Motor Fisheries Co. Ltd.  
Grimsby

Cargo

Insurance effected at

Lloyds + Companies

On Vessel

On Cargo

MAGDA. — Grimsby, Oct. 25. — Motor vessel Magda, of Grimsby, is about 14 days overdue.

MAGDA. — London, Nov. 1. — The Grimsby motor vessel Magda, with a crew of four, has been given up as lost. She left port on Oct. 2 on a trip of about a week.

Latest Account Sailed from Grimsby for a Fishing Voyage in the North Sea on the 2<sup>nd</sup> Oct. 1926.

Crew 4 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

How Sailing to 24<sup>th</sup> Nov. 1926.

53

On the Board

24<sup>th</sup> Nov. 1926— do — 1<sup>st</sup> Decr 1926

60

Posted Missing

1<sup>st</sup> Decr 1926



No. 3658.

*Spaniel* of Grimsby, official No 146895, Hansen, Master  
 (British Motor Fishing Vessel)  
 36 Tons gross Date 1916 Grimsby for a Fishing Voyage in the North Sea  
 25 Tons Net Built

Application submitted

24<sup>th</sup> November 1926.

REMARKS—

Member making Application  
 Mr W. V. Gibb

Interested as Broker for Insurance  
 of Hull.

Owner  
 H. Mudd & Son  
 Grimsby

Cargo

Insurance effected at

Lloyds

On Vessel

On Cargo

Latest Account Sailed from Grimsby for  
 a Fishing Voyage in the North Sea on  
 the 6<sup>th</sup> Oct<sup>r</sup> 1926

Crew 4 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 24<sup>th</sup> Nov<sup>r</sup> 1926

49

On the Board.

24<sup>th</sup> Nov<sup>r</sup> 1926do 1<sup>st</sup> Dec<sup>r</sup> 1926.

56

Posted Missing

1<sup>st</sup> Dec<sup>r</sup> 1926

COMMITTEE'S DECISION



No. 2659

*Eleanor F Bartram* of Boston, Perry, Master.  
(United States Schooner)

1,114 Tons gross

Date Built 1903

920 Tons Net

Hampton Roads for Porto Cabello (Venezuela)

Application submitted

15<sup>th</sup> December 1926.

REMARKS—

Member making Application

Mr. R. H. Lindley

Interested as Broker for Insurance of Cargo.

Owner

Boston Ship Brokerage Co. Inc.

Cargo

Coal + coke

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account Sailed from Hampton Roads  
for Porto Cabello (Venezuela) on the  
27<sup>th</sup> August 1926.

**ELEANOR F. BARTRAM** (s.v.).—  
London, Nov. 18.—In reply to inquiry  
with regard to the schooner Eleanor F.  
Bartram, which left Norfolk on Aug. 19  
for Puerto Cabello, Lloyd's Agent Boston  
cables Nov. 17: American schooner  
Eleanor F. Bartram: Owners consider  
this vessel has been lost; (passage)  
usually 45 days.

**ELEANOR F. BARTRAM** (s.v.).—Boston,  
Nov. 11.—The owners of the four-masted  
schooner Eleanor F. Bartram, out of  
Boston, made public to-day that the vessel  
was long overdue on a voyage from Nor-  
folk to Puerto Cabello, Venezuela, and  
that it was feared she foundered in a  
hurricane that swept the southern waters  
early in September. The Eleanor F.  
Bartram sailed Aug. 27 with 1500 tons  
of coal, and Captain E. W. Perry, of  
Watertown, her master, said he expected  
the trip would require a month.—"The  
Journal of Commerce," New York.

Crew 9 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to last report from  
Porto Cabello

On the Board

15<sup>th</sup> Decr 1926

Posted Missing.

22<sup>nd</sup> Decr 1926

From Sailing to 15<sup>th</sup> Decr 1926  
— " — 22<sup>nd</sup> Decr 1926

110

117



*Rodney* of Tonsberg, Norway, Henriksen, Master  
(Norwegian Steamer)

1182 Tons gross

Date Built

1879

Grangemouth for Emden

725 Tons Net

Classification - Norwegian Veritas I.A.1

Application submitted

REMARKS—

12<sup>th</sup> January, 1927.

Member making Application

Mr. A. R. Collett

Interested as Broker for Insurance of Hull.

Owner

Aktieselskabet "Rodney"

(Alf Mousen)

W. Tully &amp; Co

Not fitted with wireless

Cargo

1203 Tons 11 cwt Coal.

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Grangemouth for Emden on the 9<sup>th</sup> Nov<sup>r</sup> 1926.

RODNEY.—London, Nov. 26.—In reply to inquiry regarding the Norwegian steamer Rodney, which left Grangemouth on Nov. 9 for Emden for bunkers, Lloyd's Agents at Bremen cables, to-day as follows:—Steamer Rodney has not arrived Emden. No information obtainable.

RODNEY.—London, Nov. 29.—In reply to inquiry, Lloyd's Agents at Bremen write under date of Nov. 26: Norwegian steamer Rodney has not arrived at Emden and no information is obtainable there. The Emden agents of the vessel have already been in communication with the owners and made inquiries, but now fear that the steamer may be lost. (See issue of Nov. 27.)

RODNEY.—London, Dec. 13.—The owners of the steamer Rodney write from Hull, Dec. 10: We have received advice to-day from the Receiver of Wreck that one of the lifeboats of this steamer has been picked up 270 miles N.N.E. of Spurn, floating upwards. The lifelines and rowlocks are reported to be damaged, and we understand that the boat was picked up by a trawler on Dec. 8. This would seem to confirm our fears that the vessel has been lost.

Crew 17 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 12<sup>th</sup> Jan<sup>y</sup> 1927

64

On the Board

12<sup>th</sup> Jan<sup>y</sup> 1927— do — 19<sup>th</sup> Jan<sup>y</sup> 1927

71

Posted Missing

19<sup>th</sup> Jan<sup>y</sup> 1927

COMMITTEE'S DECISION—



No. 3667

**Toco** of London, Official No 146545. Walker, Master  
(British Tank Steamer)

7337 Tons gross

Date  
Built1922. San Pedro for Tsurumi (Japan)  
(California)

4286 Tons Net

Classification. Lloyd's Register + 100 A.1. Last survey Oct 1926.

Application submitted

9<sup>th</sup> February 1927.

Member making Application

Mr. Sydney Graham  
(Harris & Dixon L<sup>rs</sup>)

Owner

Sheridan Steamship Co.  
London

Cargo

Crude Petroleum

Insurance effected at

London

On Vessel

Japan

On Cargo

Latest Account Sailed from San Pedro

(California) for Tsurumi (Japan) on the  
24<sup>th</sup> Nov<sup>r</sup> 1926, and sent out a Wireless Message  
on the 17<sup>th</sup> Dec<sup>r</sup> 1926. ("Expect to arrive Tuesday")

Crew 38 including Master, Officers, and Apprentices

Number of Days out

Days

From last report to 9<sup>th</sup> Feb 1927.

54

On the Bo

do 16<sup>th</sup> Feb 1927

61

Posted M

REMARKS—

Interested as Broker for Insurance  
of Hull.

**TOCO.**—Yokohama, Dec. 27. — British steamer Toco, San Pedro for Yokohama, full cargo crude oil, is very much overdue and grave fears are entertained for her safety.

**TOCO.** — London, Dec. 28.—The following cable has been received from Tokio, dated Dec. 24: Oil tanker Toco left San Pedro on Nov. 24. Telegraphic advice was received on Dec. 18 saying expect to arrive Yokohama Dec. 21; not heard of since.

Fitted

**TOCO.** — London, Dec. 29.—The owners' agents in London of the steamer Toco received to-day the following cable from the Chile Steamship Company, New York: Steamer Toco left San Pedro on Nov. 24; not yet arrived at Yokohama. Master wireless on Dec. 17 expected to arrive on Dec. 21; since then have no word. Agents' message confused, therefore we have to-day (Dec. 28) sent message to master through radio station at Yokohama asking for his position. Weather report from San Francisco shows she experienced heavy weather during passage. Steamer Manju Maru left San Pedro on Nov. 21 and arrived at Yokohama to-day (Dec. 28). (Note.—The Toco is bound for Tsurumi, Japan.)

**TOCO.**—London, Dec. 30.—The following cable has been received to-day from New York: Seriously concerned failure establish communication with steamer Toco. Yokohama agents cable tanker Henry Deutsch de la Meurthe arrived to-day from San Francisco. On Dec. 16 when 2000 miles from Yokohama, this vessel received from steamer Toco and relayed same by steamer China Arrow for Yokohama. Agents advise Choichi radio making best effort trace through steamers within circle. Have requested them to send extract copy message received and all information from steamer Henry Deutsch de la Meurthe.

**TOCO.**—London, Dec. 31.—Following cable, dated Dec. 30, has been received:—No word of steamer Toco. Mitsubishi offer services interest Japanese Government institute search, also salvage companies. Have accepted their offer.

**TOCO.**—London, Jan. 5. — The following message has been received from the owners of the steamer Toco, dated Jan. 5:—Following cable received this morning from the Chile Steamship Company: "Yokohama advises motor vessel Japanese Prince arrived Dec. 21, steamer Capsa arrived Dec. 27. Both heard Toco message of Dec. 16. Japanese transport Hayatomo, en route for Honolulu, instructed search. Reports no trace. We have authorised dispatch steamer in search of vessel or crew, and she left Yokohama to-day (Jan. 4)." We have cabled them asking for the actual message which was received from the Toco by steamer Henry Deutsch de la Meurthe on Dec. 16, and whether it mentioned the Toco's position at the time.

**TOCO.**—London, Jan. 6.—The following letter has been received from the owners of the steamer Toco:—Following is copy of cable received Jan. 6 from the Chile Steamship Company, Inc., New York:—Master steamer China Arrow, Dec. 17, lat. 28 49 N., long. 161 51 E., 4 to 5 a.m., relayed following two messages for account steamer Toco:—

"Soko Yokohama. Tanker Toco expects arrive Tuesday p.m.—Walker."

"No delivery hose. Only 6 inch reducing piece.—Walker."

Wireless operator steamer China Arrow estimated 300 miles distant when messages received.

Agents received message which shows everything on board apparently satisfactory and preparing for arrival. Wilson says Walker decided take southerly route avoid heavy weather also that everyone on board cheerful when leaving account variation in voyage.

[Note.—Mr. Wilson is the assistant superintendent of this company resident in the United States. He was at San Pedro at the time the Toco sailed from there, as indicated in the cable.]

**TOCO.** — Yokohama, Jan. 9. — British steamer Toco: Believed to have been lost.



*Enniskillen* of Belfast, Official No 148,150, Semple, Master  
(British Steamer)

357 Tons gross

Date Built 1927

Blyth for Dundalk

Tons Net

Classification - Lloyds Register - 100A.1

Application submitted

9<sup>th</sup> February 1927

REMARKS—

Subscribers making Application

A Blackmore &amp; Co.

Interested as Broker for Insurance of Hull.

Owner

John Kelly & Co.  
Belfast

Not fitted wireless

Cargo

Coal

Insurance effected at

Lloyds &amp; Companies

On Vessel

Liverpool

On Cargo

Latest Account

Sailed from Blyth for Dundalk on the 20<sup>th</sup> Jan'y 1927

Crew

9 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 9<sup>th</sup> Feb 1927

30

do 16<sup>th</sup> Feb 1927

27

COMMITTEE'S DECISION

On the Board

9<sup>th</sup> Feb 1927

Posted Missing

16<sup>th</sup> Feb 1927

ENNISKILLEN. — Dundee, Jan. 25. — Trawler Strathblane, of Dundee, arrived to-day and reports finding ship's lifeboat marked "Enniskillen, Belfast," on Saturday (Jan. 22), about 22 miles east by south of Bell Rock. Several apparently new hatches also seen in same vicinity. (Note.—The Enniskillen left Blyth Jan. 20 for Dundalk.)

ENNISKILLEN. — Belfast, Jan. 27. — Grave fears are entertained for the safety of steamer Enniskillen, a new steamer of 360 tons, owned by Messrs. John Kelly & Co., Ltd., which left Blyth for Dundalk on Thursday last (Jan. 20) with a cargo of coal. Captain J. Semple was in command and had a crew of nine. It is feared that the vessel went down in the recent gale. Lifeboat and hatches have been picked up in the North Sea.—Lloyd's List Correspondent. (See issue of Jan. 26.)

ENNISKILLEN. — Belfast, Jan. 29. — The owners of the steamer Enniskillen have no further news to-day of the missing steamer Enniskillen, which is practically given up as lost. The crew of the vessel was as follows: J. Semple, master, Glynn Village, County Antrim; Robert Mostyn, mate, Dundalk; J. Lemon, second mate, Ballywalter, County Down; J. M'Hardy, chief engineer, 8, York Street, Peterhead; — Dunlop, second engineer, Harbour Road, Carnlough; J. Cheevers, fireman, 53, Rowan Street, Belfast; — Brown, fireman, Belfast; John Jack, A.B., 5, Ship Street, Belfast; an able seaman, believed to be W. J. Higgins, Belfast.—Lloyd's List Correspondent.



No. 3663

**Odyseus** of Ithaca (Greece) Maroulis, Master  
(Greek Steamer)

3,527 Tons gross

Date Built 1922

Novorossick for Falmouth. f.o.

2,202 Tons Net

Classification - Lloyd's Register + 100 A.1. Last Survey October 1926

Application submitted

REMARKS—

2<sup>nd</sup> March 1927

Subscribers making Application

J. Wigham Richardson &amp; Co

Interested as Brokers for Insurance of Hull.

Owner

G. C. Dracoulis  
Athens

Fitted

Cargo

6,500 Tons Wheat

Insurance effected at

London

On Vessel

On Cargo

Latest Account

Sailed from Novorossick for Falmouth. f.o. on the 8<sup>th</sup> Jan 1927 and left Malta on the 16<sup>th</sup> Jan 1927.

Crew 29 including Master, Officers, and

Apprentices

Number of Days out

Days

From leaving Malta to 2<sup>nd</sup> Mch 1927

45

On the Bo

do —

9<sup>th</sup> Mch 1927

52

Posted. Missing

9 March 1927

ODYSSEUS.—London, Feb. 3.—No report having been received of the Greek steamer Odyseus since she left Malta on Jan. 16 for Falmouth, a message was broadcast yesterday evening, asking all vessels for any information of the steamer.

The following reply has been received from the Italian steamer Charitas through the wireless station at Land's End, timed 6 40 p.m. Feb. 2:—"Twenty-ninth January at twenty-two nought nought G.M.T. during S O S Gibraltar Rock radio sent to Odyseus radio number one words thirty-two."

In reply to inquiry asking for particulars concerning the S O S on Jan. 29 referred to above, Lloyd's Signal Station at Gibraltar telegraphs at 1 10 p.m.: Your telegram S O S received, no name no position. Wireless Station has no further information.

The following is an extract of a letter received by Messrs. P. Wigham Richardson & Co., Ltd., from the owners of the steamer Odyseus, dated Feb. 3:—"We give you below copy of telegram we sent yesterday to the representatives of the charterers in Paris, together with copy of their reply received this morning."

Have not heard from Odyseus since left Malta sixteenth January please reply if you have confirmation from master received orders for Antwerp and through which station.—Dracoulis.

Odyseus have not heard. Agamemnon (London Coal Co.) Gibraltar is instructed to telegraph if got communication with her. Jan. 26 Agamemnon informed us impossible get wireless communication also signal station Gibraltar Rock had not seen her passing.—Chleborg.

A radio message from the master of the Danish steamer Erik Boye via Finisterre 12 35 p.m. to-day states: In reply your wire to-day my wireless operator asserts having heard Odyseus call signal TGMT about 10 G.M.T. to-day.

Land's End Wireless Station, Feb. 3.—Following Lloyd's Radio Telegram from Italian steamer Charitas 5 30 p.m.: Never heard nor communicated with Odyseus. Not heard answer from her to Gibraltar.

ODYSSEUS.—London, Feb. 8.—In reply to inquiry, the master of the Danish steamer Erik Boye writes from Dunkirk, under date of Feb. 7, as follows:—"I have this day had my wireless operator called and he gives the following verbal information according to his log book: "Thursday the 3rd instant at 10.00 G.M.T. he means to have heard the steamer Odyseus call letters TGMT calling some station about Cape Finisterre, which we passed 4 p.m. same day; this hearing was at 2 hours before he received message from Land's End to all ships regarding said steamer. He does not think that he has made a mistake in the call letters. Later on the 6th (? 3rd) of February he has heard Land's End send a message to TGMT but was unable to hear whether Odyseus confirmed receipt."

Algiers, Feb. 8. — Greek steamer Odyseus: Lifeboat and ship's gear reported washed ashore near Philippeville.

ODYSSEUS.—Algiers, Feb. 14.—Advice from Philippeville, dated Feb. 12, states: Information was received on Jan. 25 that fishermen had found a boat seven metres long, coming from the Greek steamer Odyseus, in the vicinity of Cap de Fer, 18 miles from Philippeville. At La Marsa, situated in the gulf S.E. of Cap de Fer, a boat, similar to that towed into Philippeville, has been found smashed, also some fragments of cabins and saloon, which are supposed to come from the Odyseus.



No. 3664

*Rosalie Belliveau* of St John's N.Z. Official N. 122,035 Seymour (Master)

(British Schooner)

231 Tons gross

Date Built 1909

Kingston (Ja) for Turk's Island

197 Tons Net

Classification - Lloyd's Register - not classed

Application submitted

30<sup>th</sup> March 1927

REMARKS-

Subscriber making Application

Mr. J. I. Van den Bergh

Interested as Broker for Insurance of Hull.

Owner

Malcolm Bros  
Kingston (Ja)

Not fitted Wireless

Cargo

Cement, Lumber, &amp; General

London

On Vessel

Jamaica

On Cargo

Latest Account Sailed from Kingston (Ja) for Turk's Island on the 15<sup>th</sup> Nov. 1926, and last seen off Jacmel on the 7<sup>th</sup> Dec. 1926

ROSALIE BELLIVEAU (s.v.).—Kingston (Ja.), Dec. 28.—British schooner Rosalie Belliveau, Kingston (Ja.) for Turk's Island, is very much overdue, and grave fears are entertained for her safety.

ROSALIE BELLIVEAU (s.v.).—Kingston (Ja.), Jan. 5.—No news has yet been heard of the British schooner Rosalie Belliveau, owned by Messrs. Malcolm Bros., of Turk's Island, master Seymour, which left Kingston on Nov. 13 loaded with cement, lumber, &c., and with 11 persons on board. Captain Malcolm states that the master of the steamer Eros reported that he saw the vessel sailing in a good breeze off Jacmel on Dec. 7, about 90 miles from Turk's Island. Except for this, no other report has reached here.

Crew 11 including Master, Officers, and Apprentices

Number of Days out

Days

From Kingston to 30<sup>th</sup> March 1927

113

On the Board

6<sup>th</sup> April 1927— do — 6<sup>th</sup> April 1927

120

Posted Missing

13<sup>th</sup> April 1927— do — 13<sup>th</sup> April 1927

127



No. 3665

Craigavon of Belfast, Official No 145421. Shanks, Master

(British Steamer)

682 Tons gross

Date Built 1921.

Glasgow for Briton Ferry

276 Tons Net

Classification - Lloyds Register + 100 A.1. Last Survey May 1927

Application submitted

16<sup>th</sup> November 1927.Subscriber making Application  
Mr. J. Chalk.

Owner

Hugh Craig & Co  
Belfast

Cargo

749 Tons Coal

Insurance effected at

London (Lloyds &amp; Companies)

On Vessel

On Cargo

Latest Account Sailed from Glasgow for  
Briton Ferry on the 26<sup>th</sup> Oct. 1927, and  
was seen by the Master of the S.S. Southwell  
at 3.20 p.m. on the 28<sup>th</sup> Oct. 1927 off Milford Haven

Crew 12, including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From last seen to 16<sup>th</sup> Nov. 1927

19

On the Board

16<sup>th</sup> Nov. 1927do 23<sup>rd</sup> Nov. 1927

26

Posted Missing

23<sup>rd</sup> Nov. 1927

**CRAIGAVON.**—London, Nov. 1.—There is no news at Swansea to-night of the steamer Craigavon, bound to Swansea, from Glasgow, and which is five days overdue. "We do not know definitely that she has foundered," the brokers state. "All we know is that she left Glasgow on Wednesday" (Oct. 26). Portions of her lifeboat and two unidentified bodies, which have washed up on the Pembrokeshire coast, support the belief that she has been lost. The Craigavon carried a crew of 13 or 14 hands. (See "Lifeboat Washed Ashore" in issue of Nov. 1, and also "Derelicts and Wreckage" in to-day's issue.)

London, Nov. 2.—In reply to inquiry, the owners of the steamer Craigavon telegraph from Belfast at 3.9 p.m. to-day as follows:—Regret no further information. Understand vessel was sighted by steamer Stanwell at 3.20 p.m. Oct. 28 off Milford Haven. Fear lost all hands.



**Helmsman** of Newcastle-on-Tyne, Official No 122,827. Marshall, Master  
(British Steamer)

242 Tons gross

Date 1905  
Built

River Medway for Stockton-on-Tees

105 Tons Net

Classification - Lloyds Register + 100 A.1. Last Survey May 1927

Application submitted

16<sup>th</sup> November 1927

REMARKS—

Subscribers making Application

C. Rowbotham Sons (Insurance) Ltd

Interested as Broker for insurance of Hull.

Owner

C Rowbotham Sons  
London.

Not fitted Wireless

Cargo

180 Tons Motor Spirit in bulk

Insurance effected at

Lloyds &amp; Companies

On Vessel

On Cargo

Latest Account Sailed from the River  
Medway, for Stockton-on-Tees on the  
27<sup>th</sup> Oct 1927.

Crew 8 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 16<sup>th</sup> Nov 1927.

20

On the Board

16<sup>th</sup> Nov 1927do — 23<sup>rd</sup> Nov 1927

27

Posted Missing

23<sup>rd</sup> Nov 1927

COMMITTEE'S DECISION—

**HELMSMAN.**—London, Nov. 2.—Grave anxiety prevails regarding the safety of the steamer Helmsman which is four days overdue. The vessel, carrying petroleum, left the Medway at about noon on Thursday last (Oct. 27) for the Tees, and was due on Saturday morning (Oct. 29). There was a crew of eight or nine men.—“Daily News.”

—London, Nov. 2.—In reply to inquiry asking whether the steamer Helmsman, which left the Medway on Oct. 27 for the Tees, was sheltering in Yarmouth Roads, Lloyd's agent at Yarmouth (Nor.) telegraphed at 1 p.m. today as follows:—Helmsman not sheltering Yarmouth Roads, not sighted passing.

—Middlesbrough, Nov. 2.—There is still no news on Teesside of the steamer Helmsman, which is reported overdue on a voyage from the Medway to Stockton-on-Tees.—Lloyd's List Correspondent.

**HELMSMAN.**—Lowestoft, Nov. 21.—Steam trawler Ampere landed here to-day small lifeboat marked “Helmsman of Newcastle.” (Note.—The steamer Helmsman left the Medway on Oct. 27 for Stockton-on-Tees.)



No. 3667

*Loop Head* of Limerick, Official No 113,138, Boyle, Master.  
(British Steamer)

550 Tons gross

Date Built 1906.

Barry Dock for Limerick

220 Tons Net

Classification - Lloyd's Register +100 A.1.

Application submitted

16<sup>th</sup> November 1927.

REMARKS—

Member making Application

Mr. A. Gifford

Interested as Broker for Insurance of Hull.

Owner

Mullock & Sons  
Limerick

Not fitted Wireless

Cargo

645 Tons 11 cwt Coal

Insurance effected at

Lloyds' &amp; Companies

On Vessel

Lloyds

On Cargo

Latest Account Sailed from Barry Dock  
for Limerick on the 27<sup>th</sup> Oct. 1927.

Crew 12 including Master, Officers, and Apprentices

Number of Days out

Days

Now Sailing to 16<sup>th</sup> Nov. 1927

20

On the Board

16<sup>th</sup> Nov. 1927do 23<sup>rd</sup> Nov. 1927

27

Posted Missing

23<sup>rd</sup> Nov. 1927

COMMITTEE'S DECISION—

**LOOP HEAD.**—London, Nov. 2.—Fears are entertained in Limerick for the safety of the locally-owned steamer Loop Head, 550 tons, which is supposed to have encountered Friday night's storm (Oct. 28). She left Barry on Thursday (Oct. 27) with a cargo of coal, and should have reached Limerick on Saturday or Sunday morning (Oct. 29-30). Up to this evening there were no tidings of the missing vessel, which has a crew of twelve, belonging to Limerick, Clare and Kerry. Her master, Boyle, is an Ulster man.

London, Nov. 3.—In reply to inquiry asking for latest information regarding the steamer Loop Head, the owners of the vessel telegraphed from Limerick at 11 44 a.m. to-day as follows: Regret no news of Loop Head since she left Barry Dock at 9 a.m. on Thursday, Oct. 27. Still continuing inquiries.

**LOOP HEAD.**—London, Nov. 10.—The following advices have been received from Lloyd's Agents at Limerick, dated Nov. 9: We have just received from the Receiver of Wreck at Wexford the information that a lifeboat has been washed ashore at that place, and from the marks and numbers which he gives, we have no doubt that this is the lifeboat belonging to the steamer Loop Head, as it was a new boat which was fitted to the steamer in June, 1926, and the marks and numbers agree with the lifeboat supplied at the time. The Receiver of Wreck at Wexford also reports some wreckage has been washed ashore.



*Emlynmor* of Cardiff, Official N<sup>o</sup> 143576. Butler, Master  
(British Steamer).

606 Tons gross

Date Built 1919.

Middlesbrough for Pembroke

270 Tons Net

Classification Lloyd's Register - Not classed

Application submitted

16<sup>th</sup> November 1927

REMARKS—

Member making Application

Mr L. Goddard

Interested as Broker for Insurance of Hull

Owner

Emlyn Line Ltd  
Cardiff

Not fitted Wireless

Cargo

618 Tons 5 cwt Tank Material

Insurance effected at

Lloyds &amp; Companies

On Vessel

On Cargo

Latest Account Sailed from Middlesbrough for Pembroke on the 22<sup>nd</sup> Oct<sup>r</sup> 1927 and passed Dungeness on the 24<sup>th</sup> Oct<sup>r</sup> 1927.

Crew 13 including Master, Officers, and Apprentices

Number of Days out

Days

From last seen to 16<sup>th</sup> Nov<sup>r</sup> 1927.

23

On the Board

16<sup>th</sup> Nov<sup>r</sup> 1927do — 23<sup>rd</sup> Nov<sup>r</sup> 1927

30

Posted Missing

23<sup>rd</sup> Nov<sup>r</sup> 1927

COMMITTEE'S DECISION

EMLYNMOR.—London, Nov. 2. — The owners of the steamer Emlynmor state that they have received no news of the vessel since she left Middlesbrough on Oct. 22 for Pembroke Dock. (Note.—According to the latest information received at Lloyd's the Emlynmor passed Dungeness on Oct. 24.)

EMLYNMOR.—London, Nov. 3.—In reply to inquiry asking whether the steamer Emlynmor had been sheltering during last seven days, Lloyd's Signal Master at Lundy Island telegraphed Nov. 3, 2 p.m.: —We have no information of steamer Emlynmor.



No. 3669

*Jayanti* of Bombay, Official No 133,361  
(British Steamer)

317 Tons gross

Date Built 1919

111 Tons Net

Classification Lloyd's Register - Not classed

Harmai for Bombay (about 70 miles)

Application submitted

7<sup>th</sup> December 1927.

REMARKS—

Member making Application

Mr Charles Wright

Inspected as Underwriter of Hull

Owner

Bombay Steam Nav Co  
Bombay.

Not fitted Wireless

Cargo

Insurance effected at

Lloyds

On Vessel

On Cargo

Latest Account Sailed from Harmai for  
Bombay on the 12<sup>th</sup> Nov 1927.Crew 50 including Master, Officers, and Apprentices  
451 Passengers (Natives)

Number of Days out

Days

From Sailing to 7<sup>th</sup> Decr 1927

25.

On the Board

do — 13<sup>th</sup> Decr 1927.

31

Posted Missing

13<sup>th</sup> Decr 1927

COMMITTEE'S DECISION—

**JAYANTI.**—Bombay, Nov. 14.—Following very bad weather British steamer Jayanti is overdue. Vessel reported 70 miles south of Bombay on the evening of Nov. 12. No later advices. British steamer Rupavati sent in search.

**JAYANTI.**—Bombay, Nov. 15.—British steamer Jayanti still missing. Vessels searching northward and southward. (See issue of Nov. 15.)

Bombay, Nov. 15.—Two steamers have been sent out in search of the Bombay Steam Navigation Company's coastal steamer Jayanti, which sailed from Bombay on Nov. 12. She had over 100 passengers for Dapol, and is already three days overdue.—Reuter.

Bombay, Nov. 15.—One of the steamers searching for the missing steamer Jayanti has returned without having discovered any trace of the lost vessel. It is surmised that she may have been driven out to sea, but she did not carry provisions or coal to last for many days. The search is being continued, and vessels have been detailed to proceed both north and south. The Jayanti carried a crew of 51, and 37 passengers.—Reuter.

**JAYANTI.**—Bombay, Nov. 15.—The overdue steamer Jayanti carried a crew of 37 and 51 passengers, not as before reported.—Reuter. (See issue of Nov. 16.)

Bombay, Nov. 16.—Two of the steamers which were sent out yesterday to search for the missing steamer Jayanti, which is now more than four days overdue, returned this afternoon. They report that they have seen no trace of her.—Reuter.

**JAYANTI.**—Bombay, Nov. 17.—The officer of the port states that a wreck which has been located off Janjira is believed to be that of the steamer Jayanti, for which steamers have now been searching for several days.—Reuter.

Bombay, Nov. 17.—Port authorities have issued warning that British steamer Jayanti supposed lost 10 miles north of lat. 18 N., long. 72 57 E.



*Rose* of Boston, official N<sup>o</sup> 105247. Nicholas, master  
(British Schooner)

126 Tons gross

Date Built 1905.

Fowey for Granton

97 Tons Net

Classification - Lloyd's Register - not classed

Application submitted

11<sup>th</sup> January 1928.

REMARKS—

Subscriber making Application  
Mr S. Chalk

Interested as Broker for Insurance  
of Hull

Owner

Frederick Fish  
Goole

Cargo

232 Tons 11 cwt China Clay

Insurance effected at

Lloyd's

On Vessel

Lloyd's

On Cargo

Latest Account Sailed from Fowey for  
Granton on the 14<sup>th</sup> Nov. 1927

ROSE (s.v.).—London, Dec. 28. — The owner of the schooner Rose, 97 tons net, writes from Goole, under date of Dec. 19: The last news I had of the Rose was a letter from the master, dated Nov. 13, in which he stated that he was sailing next morning. In my opinion the vessel has either been run down or she foundered in the gales which prevailed from Nov. 18 to 23. (Note: The Rose left Fowey on Nov. 14 for Granton, with china clay.)

Crew 4 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 11<sup>th</sup> Jan 1928

58

On the Board

11<sup>th</sup> Jan 1928

do - - 18<sup>th</sup> Jan 1928

65

Posted Missing

18<sup>th</sup> Jan 1928

COMMITTEE'S DECISION—



No. 3677

# Kamloops

(British Steamer)

of Montreal, Official No 147682

2,402 Tons gross

Date Built 1924

Montreal for Fort William

1,748 Tons Net

Classification. Lloyd's Register +100 A.1. Last survey Sept 4/1924 for service on Great Lakes

Application submitted

18<sup>th</sup> January 1928.

REMARKS—

Subscribers making Application

Leslie & Godwin L<sup>r</sup>.

Interested as Brokers for Insurance of Hull

Owner

Canada Steamship Lines L<sup>r</sup>.  
Montreal

Not fitted Murebas

Cargo

General.

Insurance effected at

London

On Vessel

L.L.  
15/6/28

KAMLOOPS.—Sault Ste. Marie (Mich.), May 28.—The reefs of Isle Royal, in Lake Superior, have yielded the wreckage of a steamer and the bodies of two members of her lost crew of 22, to give a grim explanation of the disappearance during a lashing storm last December of the Canadian package freighter Kamloops. One of the bodies was identified as that of J. Dourneault, of Sault Ste. Marie (Ont.). The other body has not been identified. — "The Daily Colonist," Victoria (B.C.).

On Cargo

Latest Account Sailed from Montreal for Fort William on the 24<sup>th</sup> Nov<sup>r</sup> 1927. and last seen on the 6<sup>th</sup> Dec<sup>r</sup> 1927.

Crew 22 including Master, Officers, and Apprentices

Number of Days out

Days

From last seen to 18<sup>th</sup> Jan<sup>r</sup> 1928

43

On the Board.

18<sup>th</sup> Jan<sup>r</sup> 192825<sup>th</sup> Jan<sup>r</sup> 1928

50

Posted Missing

25<sup>th</sup> Jan<sup>r</sup> 1928

COMMITTEE'S DECISION



*Pedestrian* of Fowey, Official No 77,358 Turner, Master  
(British Schooner)

142 Tons gross

Date Built 1877

The Mersey for Padstow

118 Tons Net

Classification - Lloyd's Register - not classed

Application submitted

REMARKS—

25<sup>th</sup> January 1928.

Member making Application

Mr. A. C. Allan

Interested as Broker for Insurance of Cargo

Owner

W. J. Turner (also Master)

Cargo

209 Tons 8 cwt Coal

Insurance effected at

Lloyds

On Vessel

Lloyds

On Cargo

Latest Account Tailed from the Mersey  
for Padstow on the 14<sup>th</sup> Decr 1927.

PEDESTRIAN (s.v.).—London, Jan. 4.—Schooner Pedestrian, Runcorn for Padstow: In reply to inquiry asking for latest information regarding the above vessel, Messrs. Marwood & Co., ship-brokers, telegraph from Runcorn to-day as follows:—Pedestrian left Mersey Dec. 14, destination Padstow. Regret no news since.

Crew 4 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 25<sup>th</sup> Jan 1928.

42

On the Board

25<sup>th</sup> Jan 1928do 1<sup>st</sup> Febr 1928

49

Posted Missing

1<sup>st</sup> Febr 1928



No. 3673

*Lady Combe* of Lagos, official No. (not Registered) Flett, Master.  
 (British Bucket Dredger) Sailing under Builder's Pass

509 Tons gross

Date Built 1927

Clyde for Dakar

211 Tons Net

Classification - Lloyd's Register +100 A.1.

Application submitted

22<sup>nd</sup> February 1928

REMARKS-

Member making Application

Mr. B. A. Glauvill

Interested as Broker for Insurance of Hull.

Owner

Crown Agents for the Colonies  
built to the order of the Government of Nigeria

Not fitted with...

Cargo

Insurance effected at

Lloyds + Companies

On Vessel

On Cargo

LADY COMBE (dredger).—London, Jan. 3.—Dredger Lady Combe, Clyde for Lagos. Advice received state that the builders advise that they have not received news of this dredger since she left the Clyde on Dec. 9 1927. (Note. The builders advise, in reply to inquiry, that the dredger is calling at Dakar.)

LADY COMBE (dredger).—London, Jan. 5.—The following advices have been received from the builders of the dredger Lady Combe, dated Jan. 4:—As the vessel left the Clyde on Dec. 9 for coaling at Dakar, and in view of the abnormally bad weather experienced in the Atlantic, we are very anxious now about the safety of the vessel. She had three weeks' coal on board and it is now considerably more than three weeks since she sailed.

Latest Account Sailed from the Clyde for  
Dakar on the 9<sup>th</sup> Dec<sup>r</sup> 1927.

Crew 18 including Master, Officers, and — Apprentices

Work done by the  
Adm Hydrographic 1-1-1928

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to last report  
from Dakar

On the Board 22<sup>nd</sup> Feb 1928From Sailing to 22<sup>nd</sup> Feb 1928Posted Missing 29<sup>th</sup> Feb 1928



No. 3674

**Teane** of Bristol Official No 131,222. Newbury, Master  
(British Steamer).

885 Tons gross

Date Built 1911

Swansea for Oporto

483 Tons Net

Classification

Lloyd's Register +100A.1 last survey Dec<sup>r</sup> 1927

Application submitted

14<sup>th</sup> March 1928

REMARKS—

Subscriber making Application

Mr E. J. Bremner  
(John Poole & Son L<sup>td</sup>)Interested as Broker for Insurance  
of Hull.

Owner

Turner Edwards & Co  
Bristol

Not fitted Wireless

Cargo

999 Tons Coal

Insurance effected at

Lloyd's &amp; Companies

On Vessel

On Cargo

Latest Account Sailed from Swansea for  
Oporto on the 25<sup>th</sup> Jan<sup>y</sup> 1928, and passed  
Lundy Island the same day.

Crew 15 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 14<sup>th</sup> Mch 1928.

49

do — 21<sup>st</sup> Mch 1928

56

COMMITTEE'S DECISION—

On the Board.

14<sup>th</sup> Mch 1928

Posted Missing

21<sup>st</sup> Mch 1928

**TEANE.**—London, Feb. 7. — In reply to inquiry asking for latest information regarding the steamer Teane, which left Swansea on Jan. 25 for Oporto and passed Lundy Island Jan. 25, the owners telegraph from Bristol, 11 38 a.m. to-day: Regret no news since leaving Swansea Jan. 25.  
In reply to inquiry Lloyd's Agents at Oporto telegraph Feb. 7: British steamer Teane has not arrived; we have no tidings of her.



No. 3675

Cartagena

## LLOYD'S LIST &amp; SHIPPING GAZETTE, WEDNESDAY, FEBRUARY 13, 1929

## THE "CARTAGENA" LOSS

## Court of Inquiry Finding.

## "A MATTER OF PURE CONJECTURE."

From Our Own Correspondent.

LIVERPOOL, Tuesday.

The judgment of the Court at the Board of Trade inquiry into the loss of the Fleetwood trawler *Cartagena* was delivered today by Mr. Stuart Deacon (the Stipendiary Magistrate), who presided over the inquiry. The finding of the Court was as follows:—

The Court having carefully inquired into the circumstances attending the above-mentioned casualty finds, for the reasons stated in the annex thereto, that the cause of the steamer *Cartagena* not having been heard of since she left the Lune Deep on or about 10.30 a.m. on Jan. 15, 1928, must remain a matter of pure conjecture, as there were unfortunately no survivors of anyone on board, and no evidence has been forthcoming as to her having been seen after that time, and the only traces of the vessel that remain were a drum of oil and a lifeboat which were found near Llandudno on Jan. 16, 1928, and one of the vessel's lifebuoys which was picked up near Carnforth on Feb. 4, 1928. All that the Court can say is that the evidence shows that the vessel would experience heavy weather and winds of considerable force on her way from Fleetwood to the Skerries. The various weather reports show that west and south-westerly winds of force varying from 5 to 7 (Beaufort Scale) prevailed on Jan. 15 and west and north-westerly wind of similar force prevailed on Jan. 16 in the neighbourhood of the course which the vessel presumably was following.

"Beyond the state of the weather, which, however, the Court does not think in itself sufficient to account for the casualty, the Court can find nothing else in the evidence to guide it as to the probable cause of the loss of the vessel. The Court can only conclude that the vessel must have foundered on Jan. 15, 1928, in or near Liverpool Bay, and the state of the lifeboat points to the fact that the disaster which overtook the vessel must have been sudden and overwhelming. The Court is, however, of opinion that no blame can be attached either to the Boston Deep Sea Fishing and Ice Company, Ltd., or to Mr. Fred Parkes, the managing director of the company."

## THE QUESTIONS.

The questions submitted by the Board of Trade were answered by the Court as follows:—

Q. 1.—What was the cost of the steamer *Cartagena* to the Boston Deep Sea Fishing and Ice Company, Ltd.? What was her value at the time she last left Fleetwood? What insurances were effected by the Boston Deep Sea Fishing and Ice Company, Ltd., upon and in connection with the vessel?

A.—The cost of the *Cartagena* to the Boston Deep Sea Fishing and Ice Company, Ltd., was £7254 5s. 1d., which sum included the commission payable to the brokers on the sale of the vessel by the company to the Brazilian Government. Her value at the time when she last left Fleetwood must be taken to have been £8000 delivered at Rio Janeiro, which was the price which had been paid for her by the Brazilian Government to the Boston Deep Sea Fishing and Ice Company, Ltd., and in addition the value of the fishing gear on board agreed to be supplied by the company to the Brazilian Government was £613 5s. 7d. The insurances effected by the Boston Deep Sea Fishing and Ice Company, Ltd., were upon and in connection with the vessel, gear and disbursements, and were for £3250. They were effected through Lloyd's, and were in part for total loss only.

Q. 2.—When was the steamer *Cartagena* sold by the Boston Deep Sea Fishing and Ice Company, Ltd., to the Brazilian Government? What were the terms of the contract? Had the ownership of the vessel passed to the Brazilian Government before she sailed on her last voyage?

A.—The *Cartagena* was sold by the Boston Deep Sea Fishing and Ice Company, Ltd., to the Brazilian Government under a contract which is dated Dec. 15, 1927. The ownership of the vessel passed to the Brazilian Government before she sailed on her last voyage inasmuch as the balance of the purchase money was paid and a bill of sale on the vessel executed on Dec. 29, 1927, and the certificate of registration of the vessel as a British ship was cancelled when registry closed on the same day.

Q. 3.—What arrangements were made by the Boston Deep Sea Fishing and Ice Company, Ltd., for the conveyance of the steamer *Cartagena* from Fleetwood to Rio Janeiro, and delivery at that port?

A.—The arrangements made by the Boston Deep Sea Fishing and Ice Company, Ltd., for the conveyance of the steamer *Cartagena* from Fleetwood to Rio Janeiro and delivery at the port, where that vessel should be taken out by Captain A. W. Rawlings, who held a certificate as master of a foreign-going ship and a crew of 11 men. The vessel was stored and provisioned by the Company at its own expense, and an arrangement was also made by the company with Messrs. James Burness & Sons, of 15, St. Helen's Place, London, E.C. 3, contractors for bunker supplies, for the vessel to be supplied by their agents with further coal at St. Vincent or elsewhere where the vessel might call on her way on the voyage. The coal remaining on board the vessel on arrival at Rio Janeiro was to be measured up by the chief engineer and paid for by the new owners. A credit was also opened at the Banque Francaise et Italienne de l'Amerique du Sud for a sufficient sum to pay off the whole of the crew when the vessel reached Rio Janeiro.

Q. 4.—Who engaged and paid the skipper and crew for the voyage in question? What were the terms of the engagement? What provision, if any, was made by the Boston Deep Sea Fishing and Ice Company, Ltd., for insuring the skipper and crew against death or accident?

A.—The skipper and the crew of the steamer *Cartagena* were engaged and paid for the voyage in question by the Boston Deep Sea Fishing and Ice Company, Ltd. They were signed on upon Brazilian articles on Jan. 13, 1928, at the offices of the company at Fleetwood. These articles,

which were in Portuguese, and were translated into English to each man signing on by Mr. Wm. Howarth, the Vice-Consul for Brazil in Liverpool, who was present at such signing on, provided—according to the translation given to the Court—that the voyage should be from the port of Fleetwood to that of Rio Janeiro, where the voyage would terminate. The company made separate agreements with the skipper (Captain Rawlings), the chief officer (Mr. Paul Glaisher Petterson), and chief engineer (Mr. Lawrence Gratrix), that the company would pay their passages home, and a note of such an agreement to Captain Rawlings and Mr. Gratrix appeared on the articles. The company also further agreed with Captain Rawlings to pay him, in addition to his wages, a bonus of not less than £10, subject to his getting the vessel out in a reasonable time and not incurring any unnecessary expenses on the voyage out, and the company also agreed to give Mr. Petterson a gratuity of £5 after good and safe delivery of the vessel at Rio Janeiro, but there was no note of either of these two last-mentioned agreements on the articles. The Boston Deep Sea Trading and Ice Company, Ltd., on Dec. 6, 1927, took out an employers' liability policy with Lloyd's to cover for two months a total number of seven men, crew of the steamer *Cartagena*, to include a voyage by the steamer from the dock to Ostend.

Q. 5.—Who was responsible for the preparation of the vessel for sea, and for ensuring that she was in safe and seaworthy condition for a winter voyage to Rio Janeiro?

A.—The Boston Deep Sea Fishing and Ice Co., Ltd., and Mr. Fred Parkes, their managing director, were responsible for the preparation of the vessel for sea, and for ensuring that she was in a safe and seaworthy condition for a winter voyage to Rio Janeiro.

Q. 6.—Who was responsible for the amount of bunker coal shipped on board the vessel?

A.—The before-mentioned Mr. Fred Parkes, the managing director of the Boston Deep Sea Fishing and Ice Company, Ltd., and Mr. Albert Harold Palmer, the superintendent engineer of the company, acting under the instructions of Mr. Parkes, were responsible for the amount of bunker coal shipped on board the vessel on the 7th, 9th, 10th, 11th, and 12th January, 1928.

Q. 7.—What amount of bunker coal was shipped? How was it distributed on the vessel? And was it properly secured from shifting?

A.—The amount of bunker coal shipped on board the vessel on the days mentioned in the answer to question 6 was altogether 207 tons 1 cwt. 142 tons 19 cwt. was placed into the main and wing bunkers of the vessel, and the remainder was put into the fish hold. The coal was properly secured from shifting.

Q. 8.—Were proper facilities provided for transferring the coal stowed in the fish hold forward to the stokehold?

A.—The facilities provided for transferring the coal stowed in the fish hold forward to the stokehold consisted of a gin and baskets, which are proper, and were the only possible means under the circumstances, having regard to the fact that there was no tunnel between the fish hold and the stokehold.

Q. 9.—Were the freeing ports properly disposed of and of sufficient area, and were their covers suitable, having particular regard to the draught and trim of the vessel when she sailed?

A.—The Court is of opinion that the freeing ports were properly disposed of and of sufficient area and their covers suitable, even when particular regard is had to the draught and trim of the vessel when she sailed.

Q. 10.—Was the engine casing door suitably secured and protected from the sea? Would a separate entrance inside a protected position such as a galley have been desirable?

A.—The engine casing door was suitably secured and protected from the sea as far as it was possible, having regard to its position at the after end of the engine casing. The Court is of opinion that a separate entrance inside a protected position such as a galley would have been desirable.

Q. 11.—Were the flush bunker scuttles and hatches in the well deck properly secured for the intended voyage?

A.—The flush bunker scuttles and hatches in the well deck were properly secured for the intended voyage at the time when the vessel left the Wyre dock for the Lune Deep. The forward hatch was also properly secured before the vessel left the Lune Deep.

Q. 12.—When the vessel left Fleetwood on or about Jan. 15 last: (a) Was she in a safe and seaworthy condition as regards hull and equipments? (b) Was she properly supplied with boats, life-saving appliances and distress signals? (c) As loaded was she in safe trim for the voyage in question? (d) Was she overlaid. (e) What instructions (if any) had been given by Mr. Parkes as to the draught of the vessel? Were they adequate, and had they been carried out?

A.—When the vessel left Fleetwood on or about Jan. 15, 1928, in the opinion of the Court, (a) she was in a safe and seaworthy condition as regards hull and equipment; (b) she was properly supplied with a lifeboat, life-saving appliances and distress signals, with the exception only that it is not clear whether the vessel had rocket sticks on board or not; (c) as loaded it cannot be said that she was not in a safe trim for the voyage in question, although it would have been better had she been less down by the head; (d) she was not overlaid; (e) instructions were given by the before-mentioned Mr. Fred Parkes as to the draught of the vessel to the before-mentioned Mr. Albert Harold Palmer, the superintendent engineer, and to load the steamer *Cartagena* within 3 in. of the winter load line which had been placed upon her sister ship, the steamer *Passages*. These instructions were adequate, and Mr. Palmer was capable of carrying them out, but they were not in fact carried out by him inasmuch as the Court believes the *Cartagena* on leaving the Wyre dock had a mean draught of 12 ft. 10 in., which shows that Mr. Palmer had allowed the vessel to be so loaded as to be within one and a half inches of the corresponding winter load line of the *Passages*.

Q. 13.—What is the cause of the vessel not having been heard of since the compass adjuster left her at or about 10.30 a.m. on Jan. 15 last?

A.—The cause of the vessel not having been heard of since the compass adjuster left her at about 10.30 a.m. on Jan. 15, 1928, must remain a matter of pure conjecture as there were unfortunately no survivors, and no evidence has been forthcoming as to her having been seen after the compass adjuster had left her. All the traces of the vessel that remained were a drum of oil and her lifeboat, which were found near Llandudno on Jan. 16, 1928; and one of the vessel's lifebuoys, which was picked up near Carnforth on Feb. 4, 1928. All that the Court can say is that the evidence shows that the vessel would experience heavy weather and winds of considerable force on her way from Fleetwood to the Skerries. The various weather reports show that west and south-westerly winds of forces varying from 5 to 7 (Beaufort scale) prevailed on Jan. 15, and west and north-westerly winds of similar forces prevailed on Jan. 16 in the neighbourhood of the course which the vessel presumably was following. Beyond this state of the weather, which, however, the Court does not think in itself sufficient to account for the casualty, the Court can find nothing else in the evidence to guide it as to the probable cause of the loss of the vessel. The Court can only conclude that the vessel must have foundered on Jan. 15, 1928, or early on the morning of Jan. 16, 1928, in or near Liverpool Bay, and the state of the lifeboat points to the fact that the disaster which overtook the vessel must have been sudden and overwhelming.

Q. 14.—Does blame attach to the Boston Deep Sea Fishing and Ice Company, Ltd., and/or Mr. Fred Parkes, managing director, for or in connection with the loss of the vessel?

A.—In the opinion of the Court blame does not attach to the Boston Deep Sea Fishing and Ice Company, Ltd., or to Mr. Fred Parkes, the managing director of the company, for, or in connection with, the loss of the vessel.



No. 3675

**Cartagena** of Fleetwood, Official No 148226. Rawling, Master  
(British Deep Sea Trawler)

271 Tons gross

Date Built 1917

Fleetwood for Rio de Janeiro

123 Tons Net

Classification - Lloyd's Register. Not classed

Application submitted

14<sup>th</sup> March 1928

REMARKS—

Subscriber making Application

Mr. H. F. Hoole  
(Harrington & White)Interested as Broker for Insurance  
of Hull.

Owner

Boston Deep Sea Fishing & Ice Co.  
Fleetwood

Cargo

Insurance effected at

Lloyd's &amp; Companies

On Vessel

On Cargo

Latest Account. Sailed from Fleetwood for  
Rio de Janeiro on the 15<sup>th</sup> Jan'y 1928.

Crew 12 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to 14<sup>th</sup> Mch 1928.

59

Defer for 14 days

do 28<sup>th</sup> Mch 1928.

73

On the Board.

28<sup>th</sup> Mch 1928do 4<sup>th</sup> April 1928

80

**CARTAGENA.**—London, Feb. 4.—The Boston Deep Sea Fishing & Ice Company, Ltd., Fleetwood, write under date of Feb. 3: The lifeboat which was shipped on the above vessel was the one picked up by the pier-master at Llandudno—there is no doubt about this whatever—also the barrel of oil. The lifeboat was not stowed in derricks but was stowed, in the usual trawler fashion, in the stern of the vessel, and was fastened to the deck by girders in the usual Board of Trade manner. As the vessel was going on a long voyage extra special care was taken to see the boat was well secured, and same was secured by additional lashings, more than the usual trawler custom.

London, Feb. 4.—In reply to inquiry, the Boston Deep Sea Fishing & Ice Company, Ltd., write from Fleetwood under date of Feb. 3: We expected the Cartagena to call at St. Vincent (C.V.) to replenish supplies if required. If the master was of the opinion that he did not require any supplies, he was then to proceed direct to Rio Janeiro, or, if need be, he was to call in at Pernambuco. It is now 19 days since the vessel left (Fleetwood) and as he has not called at any port we are beginning to have grave fears for the safety of the vessel, for the reason that we cannot think the master would attempt to cross the Atlantic without a lifeboat, and as the lifeboat that was picked up was the only lifeboat the vessel carried, we feel confident that he would have called in at the nearest port after losing his lifeboat to purchase another one, or he might possibly have decided to go on as far as Lisbon or some Spanish port to purchase a lifeboat.

**CARTAGENA.**—London, Feb. 7. — The Boston Deep Sea Fishing & Ice Company, Ltd., write from Fleetwood under date of Feb. 6: Further to our letter of recent date, since writing we have been informed by the police that a lifeboat, bearing the name "s.s. Cartagena, F.D.", has been picked up at Carnforth, off the Lancashire coast. This, coupled with the fact that the lifeboat was picked up by the Piermaster at Llandudno on Jan. 16, leads us to believe the crew and the vessel are totally lost, and it appears to us that they were lost within 12 hours of leaving Fleetwood Roadstead.



No. 2676

*Defi* of Treguier. Petibon, Master

(French Schooner)

95 Tons gross

Date Built 1898

Cardiff for Portrieux

76 Tons Net

Classification - Bureau Veritas 5/6 1-1

Application submitted

21<sup>st</sup> March 1928

REMARKS—

Member making Application

Mr. F. Y. Finch

Interested as Broker for Insurance  
of Cargo

Owner

M. Petibon (also Master)

Cargo

131 Tons Steam Coal.

Insurance effected at

On Vessel

Lloyds

On Cargo

Latest Account Sailed from Cardiff for  
Portrieux on the 24<sup>th</sup> Decr 1927.

**DEFI** (s.v.).—London, Feb. 4.—In reply to inquiry regarding the French sailing vessel *Defi*, which left Cardiff on Dec. 24 for St. Brieuc, Lloyd's Agent at St. Brieuc writes under date of Jan. 31:—The *Defi* is considered as lost; no news since she left Cardiff.

Crew 5 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 21<sup>st</sup> Mch 1928

88

On the Board.

21<sup>st</sup> Mch 1928— do — 28<sup>th</sup> Mch 1928

95

Posted Missing

28<sup>th</sup> Mch 1928

COMMITTEE'S DECISION—



No. 57

Sagua La Grande of St John N.E. Official No 155,746. Jones, Master  
 (British Steamer)  
 786 Tons gross Date Built 1921 Philadelphia for Halifax N.S.  
 449 Tons Net Classification - Lloyd's Register not classed

Application submitted

21<sup>st</sup> March 1928.

REMARKS—

Subscriber making Application

Mr N B Manson

Owner

Hawkes Bay Trading Co.

Cargo

864 Tons Anthracite Coal

Insurance effected at

Lloyd's + Companies

On Vessel

On Cargo

Latest Account Sailed from Philadelphia  
 for Halifax N.S. on the 22<sup>nd</sup> Jan'y 1928.

Crew 15 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From Sailing to 21<sup>st</sup> Mch 1928.

59

On the Board

21<sup>st</sup> Mch 1928— do — 28<sup>th</sup> Mch 1928.

66

Posted Missing

28<sup>th</sup> Mch 1928

SAGUA LA GRANDE.—London, Feb. 2.  
 —The owners of the steamer Sagua La Grande cabled on Feb. 1: Vessel now out over ten days from Delaware Breakwater to Halifax; fear something serious has happened.

—London, Feb. 2.  
 —In reply to inquiry, the owners of the steamer Sagua La Grande cable, Feb. 2:  
 —Cargo anthracite coal, Philadelphia for Halifax, no news to-day either, fear lost.



No. 3678

# Steinhof

 of Cuxhaven, Müller, Master.

(German Trawler)

236 Tons gross

Date Built 1921

Cuxhaven for a Fishing Voyage in the North Sea

92 Tons Net

Classification - German Register + 100 A Last Survey April 1927

Application submitted

REMARKS—

21<sup>st</sup> March 1928

Subscriber making Application

Mr. H. S. More

Owner

Cuxhavener Hochseefischerei A. G.

Cargo

Insurance effected at

London

On Vessel

On Cargo

Latest Account Sailed from Cuxhaven for a Fishing Voyage in the North Sea, and was last seen on the 20<sup>th</sup> Jan 1928 by the Master of the Trawler "Herrlichkeit"

Crew 11 including Master, Officers, and Apprentices

Number of Days out

Days

From last seen to 21<sup>st</sup> Mch 1928

61

On the Board

21<sup>st</sup> Mch 1928do — 28<sup>th</sup> Mch 1928

68

Posted Missing

28<sup>th</sup> Mch 1928

COMMITTEE'S DECISION

**STEINHOFT.**—London, Feb. 10. — The following information has been received from the owners of the steam trawler Steinhof, dated Cuxhaven, Feb. 8: Steam trawler Steinhof left Cuxhaven Jan. 17 on a fishing voyage in the North Sea and has not returned, so that unfortunately the loss of the vessel with the entire crew must be reckoned with.

**STEINHOFT.** — London, Mar. 17. — In reply to inquiry, Lloyd's Agents at Hamburg write, under date of Mar. 15, that no news has been received concerning the German steam trawler Steinhof, 92 tons, since she left Cuxhaven on Jan. 17 last for the North Sea.



No. 3679

*Asiatic Prince*

(British Motor Vessel)

of London, Official No 148744. Duncan, Master.

6,734 Tons gross

Date 1/926

Los Angeles for Yokohama

3,656 Tons Net

Built

Classification - Lloyd's Register + 100 A.1.

Application submitted

2<sup>nd</sup> May 1928.

REMARKS-

## Liner Vanished on Maiden Voyage.

### Unknown Radio Operator's Cryptic Message.

"How could a fine new motorship disappear without leaving a single clue?"

By ARTHUR GAUNT.

CONTRARY to most people's belief, S.O.S. is not the only international call-sign used by shipping in danger. Mariners also recognise a modified form—the "Three T's"—for use if danger threatens but no immediate help is needed.

But when this signal is followed by a jumble of others, among them the faintly distinguishable word "pirates," as it was one day in July, 1927, tension naturally grows to deep concern.

Further, when the alarm comes from a ship on her maiden voyage, it is calculated to send nearby vessels off their course in an attempt to find out what the trouble can be.

And the *Asiatic Prince*, crossing the China seas at the time just mentioned, was in dire trouble. For that faint message, picked up by the American liner *President Taft*, was to be the last signal received from her.

It was the final contact between the 200-odd souls aboard her and the rest of the world. Not many hours earlier they had considered themselves fortunate in being able to book a passage or serve in such a fine cargo-passenger liner.

Built specially for service in the Orient, the *Asiatic Prince* was an up-to-date motorship with many refinements, and she presented a stately picture as she ploughed her way on the 35-hour trip from Shanghai to Yokohama.

Admiring crowds had watched her sail from Seattle on her maiden voyage to the Far East. Little did they imagine, however, that the trip was to be her last as well as her first, or that she was to vanish without trace and become the central figure in one of the most baffling mysteries in the history of ocean transport.

No conclusive explanation of her disappearance when she was twelve hours out from Shanghai has ever been put forward. The manner in which she went down is as uncertain as the circumstances which caused it.

Not a lifebuoy, not a spar, nothing traceable to the *Asiatic Prince* has been found. Save for that cryptic signal picked up by the *President Taft*, the disaster is a complete mystery.

Is there a clue in the cargo she carried? Although the fact was not officially revealed until some time later, her strongroom contained a fortune in gold bullion.

Was the *Asiatic Prince* intercepted by pirates who knew about this, and did they scuttle her with everybody aboard after making off with the booty?

211

sted as Broker for Insurance

**ASIATIC PRINCE.**—Yokohama, Apr. 7.—British motor vessel *Asiatic Prince*, New York for Yokohama, is 5 days overdue. Fears are entertained for the safety of this vessel.

Tokio, Apr. 7.—Grave fears are felt for the safety of the motor vessel *Asiatic Prince*, from New York for Yokohama with 14 officers and a crew of 40. She is now a week overdue. The Ellerman Line steamer *City of Eastbourne*, on arrival at Yokohama to-day, reported picking up an S O S from the *Asiatic Prince* off Honolulu on Mar. 24; a terrific storm was then raging. The *City of Eastbourne* found no trace of the distressed vessel. — International News Service.

London, Apr. 8.—In reply to inquiry Lloyd's Agent at Vancouver cables, Apr. 6, as follows:—Steamer *Niagara* reports: "5 17 a.m., Mar. 24, Honolulu time, received distress calls from vessel apparently GJVR, British Hussar, wanting help, urgent. Vessel apparently using emergency wireless set and difficult to read. Position received by *Niagara* 167 30, very doubtful. Steamer *Ventura* received 162 30, also doubtful. Honolulu radio advised. No further answer to wireless calls after 5 40 a.m. Honolulu time." *Niagara's* position approximately lat. 24 N., long. 155 W. (See "Vessel in Distress in Pacific" in issues of Mar. 28 and 30.)

**ASIATIC PRINCE.**—Honolulu, Apr. 9.—American naval vessels are searching over a wide area north of the Hawaiian Islands for the British motor vessel *Asiatic Prince* which is a week overdue at Yokohama. — Reuter. (See issue of Apr. 9.)

**ASIATIC PRINCE.**—London, Apr. 10.—The following cable has been received from Tokio dispatched at 6 29 p.m. on Apr. 7: Motor vessel *Asiatic Prince* scheduled due Yokohama Apr. 3 reported her signal S O S intercepted by City of Eastbourne Mar. "22" near Hawaii but since no news.

A further cable from Tokio dispatched at 7 50 p.m., Apr. 9, states that there is still no news.

Honolulu, Apr. 10.—Since Saturday (Apr. 7) three American warships have been searching an area 700 miles to the north-west of these islands for a British vessel which is supposed to have sent out an S O S late in March. So far they have found nothing. When the S O S was first received it was understood to have emanated from a tanker called the British Hussar, but mention is now made of the possibility that the vessel was the British freighter *Asiatic Prince*. Search had already been made to the south-west of the islands, and it was following the suggestion that the wireless message had come from the *Asiatic Prince* north of Hawaii that the week-end search was made. — Reuter.

**ASIATIC PRINCE.**—New York, Apr. 10.—The United States Navy minesweepers *Ludlow* and *Burns*, sent out from Pearl Harbour, Hawaii, on Saturday (Apr. 7), and the *Whippoorwill*, sent out on Sunday (Apr. 8), have made a wide sweep of the waters north-west of Honolulu, but without finding any trace of the British motor vessel *Asiatic Prince*, reported to be a week overdue at Yokohama. The search led them more than 700 miles from the islands, and it is still going on. — "The Times" Correspondent.

**ASIATIC PRINCE.**—Honolulu, Apr. 17.—The U.S. warships *Burns*, *Ludlow* and *Whippoorwill* sent out more than a week ago to search for the missing British motor vessel *Asiatic Prince* have found no trace of the vessel and have been ordered to return to their base. — Reuter.

**ASIATIC PRINCE.**—Honolulu, Apr. 20.—The U.S. cruisers *Marblehead*, *Cincinnati* and *Richmond*, proceeding to the Far East from Hawaii, have been ordered to search for the missing motor vessel *Asiatic Prince* or her lifeboats amid the Northern islands of Hawaii. A shortage of fuel forced the return to their base of the U.S. warships *Burns*, *Ludlow* and *Whippoorwill*. — Reuter.

Number of Days out

Days

COMMI

From last Report to 2<sup>nd</sup> May 1928.

39 Defers for 7 d

do — 9<sup>th</sup> May 1928.

46 Defers for 7 d

do — 16<sup>th</sup> May 1928

53 On the Board

do — 23<sup>rd</sup> May 1928

62 Posted - Missing

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871 and Lloyd's consent.



No. 3680

# Harrison T. Beacham

of Mobile, Hunter, Master  
(United States Schooner)

299 Tons gross

Date 1906  
Built

Tampa for Port Maria (Jamaica)

266 Tons Net Classification - American Record - not classed. Last survey Jan 4, 1921

Application submitted

23<sup>rd</sup> May 1928.

REMARKS

Subscribers making Application

W. E. Fourn + Co. L.

Interested as Broker for insurance of Hull.

Owner

L. A. Scott  
Mobile

Cargo

250,369 Superficial feet Timber  
of which 83,156 ft on Deck.

Insurance effected at

Lloyds + Companies

On Vessel

Lloyds + Companies

On Cargo

Latest Account Sailed from Tampa for  
Port Maria (Jamaica) on the 20<sup>th</sup> Jan<sup>y</sup>.  
1928.

Crew 6 including Master, Officers, and Apprentices

Number of Days out

Days

From Sailing to 23<sup>rd</sup> May 1928

124

On the Board

23<sup>rd</sup> May 1928do - 30<sup>th</sup> May 1928

131

Posted Missing

30<sup>th</sup> May 1928

COMMITTEE'S DECISION

**HARRISON T. BEACHAM** (s.v.).—Kingston (Ja.), Feb. 29. — American schooner Harrison T. Beacham, which sailed from Tampa on Jan. 20 for Jamaica, is very much overdue.

**HARRISON T. BEACHAM** (s.v.).—Kingston (Ja.), Mar. 2.—It is understood that the American schooner Harrison T. Beacham is carrying a cargo of lumber consigned to this port. No news of the vessel has yet been received. (See issue of Mar. 1.)

**HARRISON T. BEACHAM** (s.v.).—London, Apr. 17. — American schooner Harrison T. Beacham sailed from Tampa (Fla.) on Jan. 20 for Port Maria (Jamaica). The owner states that there is little doubt that the vessel is lost with all hands, because on Feb. 1 the schooner Explicit, on the voyage from Grand Cayman to Mobile, ran into a lot of lumber about 50 miles off the south coast of Cuba, several pieces of which were picked up. The owner states that it was marked similarly to that shipped on the Harrison T. Beacham. The voyage of the Harrison T. Beacham would, ordinarily, take from two to three weeks, so that the vessel is now almost 90 days overdue.

**HARRISON T. BEACHAM** (s.v.).—London, May 15.—In reply to inquiry, Lloyd's Agents at Mobile write under date of May 3: Schooner Harrison T. Beacham has not been spoken since she sailed from Tampa on Jan. 20. No trace has been found of this vessel.



No. 3685

**David C Reid** & (Silverbrook) of New York, Krishjan, Master.  
(United States Tank Steamer)

5,674 Tons gross

Date Built 1919

Samarang for Philadelphia

3,530 Tons Net

Classification - American Record - not classed last survey April 1927

Application submitted

REMARKS—

14<sup>th</sup> Nov<sup>r</sup> 1928.

member making Application

Mr. R. H. Lindley,  
64765/28.Interested as Broker for Insurance  
of Hull.

Owner

The John Jay Shipping Co (Inc)  
New York.

Fitted With

Cargo

Molasses

Insurance effected at

London &amp; New York

On Vessel

Liverpool

On Cargo

Latest Account

Sailed from Samarang  
for Philadelphia on the 1<sup>st</sup> Sept 1928  
passed Gibraltar on the 6<sup>th</sup> Oct<sup>r</sup> 1928 and  
sent out Wireless Signals of distress on the  
14<sup>th</sup> Oct<sup>r</sup> 1928, when about 400 miles West  
of the Azores

Crew 34 including Master, Officers, and Apprentices

Number of Days out

Days

COM

From last Signal to 14<sup>th</sup> Nov<sup>r</sup> 1928

31 Defer for 7 d

— ds —

21<sup>st</sup> Nov<sup>r</sup> 1928.

38 On the Board

— ds —

28<sup>th</sup> Nov<sup>r</sup> 1928

45 Posted Miss

DAVID C. REID.—Liverpool, Oct. 16. —  
The Leyland Line have received the following cable from their New York office, dated Oct. 15: Steamer Delilian radios that at 5 15 on Oct. 14, during severe hurricane, received S O S from KIBC, sinking fast. Proceeded to her position, searched all night up to noon on Oct. 15. Extensive oil patch in lat. 36 50 N., long. 38 17 W.; no sign of boats or wreckage. (Note.—Call sign KIBC belonged to the American tank steamer Silverbrook, now named David C. Reid.)

DAVID C. REID.—Boston, Oct. 24.—Fear that the American tank steamer David C. Reid, which left Samarang on Sept. 1 for Philadelphia, foundered in mid-Atlantic with all hands during a heavy gale on Oct. 15 is expressed by officers of the steamer West Carnifax, which has just arrived here from Alexandria. On the afternoon of Oct. 14 the West Carnifax picked up an SOS from the David C. Reid saying that she was sinking, and giving her position as lat. "26 36" N., long. "45 38" W., not far from the Azores. The West Carnifax reached the position indicated the following morning, but found no trace of the David C. Reid. The sea for miles around, however, was streaked with oil. There were 45 persons on board the missing vessel.—Reuter.

DAVID C. REID.—New York, Oct. 24. —  
The owners of the steamer West Carnifax received the following wireless message from the steamer West Carnifax on Oct. 17: On Oct. 14 at 5 p.m. (G.M.T.) received distress call from American steamer C. Reid, sinking in lat. 36 33 N., long. 38 05 W. Proceeded to position, found oil streaks. Believe David C. Reid lost with all hands. At time of distress call that vessel near or in centre of hurricane.—"The New York Maritime Register."

Boston, Oct. 23. — Captain Gorman, of steamer West Carnifax, which sailed from Alexandria on Sept. 27 and Lipari on Oct. 2, reports to the Hydrographic Office that on Oct. 14 he received SOS calls from American steamer David C. Reid, sinking in lat. "30 20" N., long. "38 45" W. On Oct. 15 at 9 a.m. arrived in position of David C. Reid and found large oil streaks for about five miles distant. Wind S.S.W., moderate, bar. 29.92, partly overcast weather. At the time the David C. Reid sent out SOS she was near or in the centre of hurricane. Mountainous seas and winds of hurricane force. After cruising in the vicinity found no signs of any wreckage. Last radio from David C. Reid said her receiving set was gone.—"The New York Herald." (See issue of Oct. 25.)

DAVID C. REID.—Kingston (Ja.), Oct. 26. —Steamer Delilian, which arrived here to-day, reports that while hove to on Oct. 14 in the midst of a hurricane, about 600 miles west of the Azores, she received an SOS call signed "KIBC." These were the call letters of the former British tanker Silverbrook, later known as David C. Reid, of the fleet of the John Jay Shipping Company, of Boston. The position given was lat. 36 33 N., long. 38 41 W., or about 400 miles west of Azores. "We are in a bad way. Come over, want assistance. Twenty degrees list," was one of the first messages picked up by the Delilian. Seven minutes later came another message: "We are going fast." For some time there was silence, and then came a further message: "Going fast." The tanker's operator then sent a long series of "THES" in order to establish her position. Suddenly these stopped. Commander Fulford, of the Delilian, expressed the opinion that at this point the tanker rolled over and sank. The Delilian did her utmost to reach the position given but was able to make little headway against the wind and heavy seas. Extra men were placed on the look-out and the ship slowly but steadily made progress to the point given, reaching it on the morning of Oct. 15. Together with motor vessel Rotterdam, which had come up, the Delilian searched an extensive area until noon, but no wreckage was sighted, although the ship passed through a thick crude oil patch five miles in diameter. Captain Randall, of the steamer Sulaco, which arrived in Jamaica, to-day, said that he also had searched for the tanker but found nothing but a quantity of crude oil.—"The New York Herald," and is used with

Washington (D.C.),  
y of Weatherford  
in lat. 35 44 N.,  
ed close to a life-  
wo miles further  
out, right side up,  
er starboard quar-  
terline. The boat  
C. Reid, of N.Y.,  
eamer David C.  
on Sept. 1 for  
in distress and  
3 N., long. 38 41  
issues of Oct. 17



# Stream Fisher, of Barrow, Official No 93422, Punchard, Master

(British steamer)

479 Tons gross

Date 1891.

Antwerp for Tyne Dock.

195 Tons Net

Built

Classification. Lloyd's Register + 100 A1. Last survey April 1928

Application submitted

REMARKS-

16<sup>th</sup> January 1929

Member

making Application

Mr Ernest Blackmore

3619/29

Interested as Broker for Insurance of Hull.

Owner

Tyne Coasters Ltd.

Not fitted wireless

Cargo

541 tons Maize

Insurance effected at

Lloyd's &amp; Companies

On Vessel

On Cargo

**STREAM FISHER.**—London, Jan. 2.—Inquiries have been made on the East Coast asking whether the British steamer Stream Fisher, Antwerp for the Tyne, which left Flushing on Dec. 25, has been observed sheltering. The following replies have been received:—

From Lloyd's Agent at Yarmouth (Nor.), dated Jan. 2:—Stream Fisher not reported sheltering or passing this district.

From Lloyd's Signal Station at Spurn Head dated Jan. 2: Steamer Stream Fisher has not been observed sheltering.

From Lloyd's Signal Station at Flamborough Head, dated Jan. 2: We have no news of steamer Stream Fisher.

**STREAM FISHER.** — London, Jan. 4.—The steamer Stream Fisher left Antwerp at 9 a.m. on Dec. 25 and has not been heard of since the sea pilot left her at 4 45 p.m. in the Wieringen. She was laden with a cargo of maize for the Tyne. (See issue of Jan. 3.)

Latest Account

Sailed from Antwerp for Tyne Dock on the 25<sup>th</sup> December, 1928 and was left by sea pilot in the Wieringen the same day

Crew 10 including Master, Officers, and — Apprentices

Number of Days out

Days

From Sailing to Jan 16<sup>th</sup> 1929.

22

On the Board

16<sup>th</sup> Jan. 1929— do — Jan 23<sup>rd</sup> 1929

29

Posted Missing

23<sup>rd</sup> Jan. 1929

COMMITTEE'S DECISION



No. 3683.

*Amplitudo* (ex *Forth Vale*) of Ymuiden, Pompeert-Master  
(Dutch steam trawler)

208 Tons gross

Date  
Built

1918.

Ymuiden for North Sea Fishing Grounds.

59 Tons Net

Classification - Lloyd's Register HMAI Last Survey July 1928

Application submitted

23<sup>rd</sup> January 1929.

REMARKS—

Member

making Application

Mr. A. C. Allan

4563/29

Interested as Broker for Insurance  
of Hull.

Owner

N. V. Visscherij mij Nederlandia

Not fitted wireless.

Cargo

Insurance effected at

Lloyd's &amp; Companies &amp; Amsterdam

On Vessel

On Cargo

Latest Account Sailed from Ymuiden for  
North Sea Fishing Grounds on the  
15<sup>th</sup> November, 1928

Crew // including Master, Officers, and — Apprentices

Number of Days out

Days

From Sailing to 23<sup>rd</sup> Jan. 1929.

69

— do — 30<sup>th</sup> Jan 1929

76

COMMITTEE'S DECISION—

On the Board

23<sup>rd</sup> Jan. 1929

Posted Missing

30<sup>th</sup> Jan. 1929

AMPLITUDO. — Ymuiden, Dec. 3. — Anxiety is felt for the safety of the steam trawler Amplitudo (YM 58), which has not yet returned to port after being out 18 days. She was last seen about a week ago. — "Nieuwe Rotterdamsche Courant."

AMPLITUDO. — Ymuiden, Dec. 5. — Dutch steam trawler Amplitudo, which has not been reported since Nov. 15, is now accounted lost in the recent gale. The death roll from losses at sea by Dutch vessels during the gale has thus been increased from 38 to 69. — Reuter.

Ymuiden, Dec. 6. — Dutch steam trawler Amplitudo, YM 58, left Ymuiden Nov. 15, not yet returned, considered totally lost at sea. All on board supposed lost.

AMPLITUDO. — London, Dec. 14. — Advances have been received from Amsterdam, dated Dec. 12, that the trawler Amplitudo left Ymuiden on Nov. 15 for fishing in the North Sea, and as nothing has since been heard of her it is feared that she has been totally lost.



*Young Fox* of Inverness, Official No 98396, *McIntosh* Master  
(British aux. Ketch)

98 Tons gross

Date 1893

Sunderland for Portmahomack

65 Tons Net

Built

Classification - *Lloyds Register - not classed*

Application submitted

REMARKS-

23<sup>rd</sup> January 1929.

Member making Application

*Mr Lewin G. Howe*

5283/29

Interested as Broker for Insurance of Hull.

Owner

*Donald McLeman, Avoch.*

Not fitted wireless.

Cargo

139½ Tons coal.

Insurance effected at

*Lloyd's*

On Vessel

*West Hartlepool*

On Cargo

Latest Account

Sailed from Sunderland for Portmahomack on the 4<sup>th</sup> Dec 1928, put into Peterhead Bay 5<sup>th</sup> Dec. & sailed from Peterhead Bay on the 6<sup>th</sup> Dec. 1928

Crew 3 including Master, Officers, and ~ Apprentices

Number of Days out

Days

From last report to 23<sup>rd</sup> Jan. 1929.

48

On the Board

23<sup>rd</sup> Jan. 1929

— do —

30<sup>th</sup> Jan 1929.

55

Posted Missing

30<sup>th</sup> Jan. 1929

COMMITTEE'S DECISION—

**YOUNG FOX** (aux.).—Dundee, Dec. 17.—It is feared that the Avoch (auxiliary) ketch *Young Fox* has foundered, with all hands, during a gale in the Moray Firth. The vessel was bound from Sunderland to Portmahomack, with coal. Her owners were Mr. McLeman, coal merchant, Avoch, and the master, Alex. McIntosh. The others on board were a son of the master, Edward Sutherland, a seaman; and a fourth hand. On Dec. 4 the *Young Fox* left Sunderland, in company with the *Tay*, of Sunderland, which was bound for the Black Isle, with coal. Both vessels encountered severe storms, and were forced to seek shelter. The *Tay* dropped anchor off Peterhead, and was joined three hours later by the *Young Fox*. Both left in the late afternoon. By evening the *Young Fox* was three miles astern of her companion. Since that time nothing has been heard of the *Young Fox*.—"Dundee Advertiser."

**YOUNG FOX** (aux.).—Inverness, Dec. 19.—There is no trace yet of the motor ketch *Young Fox* having arrived at Portmahomack. The vessel left Sunderland on Dec. 4 with coal for Portmahomack; she was in Peterhead Bay on Dec. 5 and apparently left there on the morning of Dec. 6 for Portmahomack, but she has not since been reported. (See issue of Dec. 19.)



*Ben Gullion*, of Dumfries, Official No 65330, Campbell Master  
(British schooner)

Tons gross  
65 Tons Net

Date 1877.  
Built

Classification - Lloyds Register - not classed

Birkenhead for Annalong.

Application submitted

30<sup>th</sup> Jan. 1929.

REMARKS—

Subscribers making Application

The Maritime Insurance Co. Ltd.  
Liverpool.

Interested as Brokers for Insurance  
of Cargo

Owners

James Campbell & Partners  
Mullartown (Co. Down.)

Not fitted wireless.

Cargo

Coal.

Insurance effected at

On Vessel

Maritime Insurance Co. Ltd.  
Liverpool.

On Cargo

Latest Account

Sailed from Birkenhead  
on the 9<sup>th</sup> December, 1928, for Annalong.

Crew 3 including Master, Officers, and — Apprentices

Number of Days out

Days

From Sailing to 30<sup>th</sup> Jan 1929  
— do — 6<sup>th</sup> Feb 1929

52

59

COMMITTEE'S DECISION—

On the Board  
Posted Missing

30<sup>th</sup> Jan 1929  
6<sup>th</sup> Feb 1929

**BEN GULLION** (s.v.) — Belfast, Dec. 17.  
—Schooner Ben Gullion, which left Liverpool on Dec. 9, with a cargo of coal, for Annalong, has not been heard of since. The Ben Gullion left in company with schooners Ellie Park, Nellie Bywater and Gold Seeker. These last three vessels carry motors. During a storm the Ellie Park and Nellie Bywater were able to put back again, and reached Holyhead in safety. The Gold Seeker reached Carlingford Lough on Wednesday (Dec. 12). Some wreckage has been washed ashore at Tara, Co. Down, but so far nothing has been recovered which would establish the fate of the missing vessel. The Ben Gullion carried a crew of three.—LLOYD'S LIST Correspondent.

**BEN GULLION** (s.v.)—London, Dec. 21.  
—The owner of the schooner Ben Gullion states that the vessel left the Mersey on Dec. 9 for Annalong and has not since been heard of. It is feared that she has been lost with her crew. (See issue of Dec. 18.)

**BEN GULLION** (s.v.)—London, Jan. 28.—  
The part-owner of the schooner Ben Gullion writes from Annalong, under date of Jan. 10: The Ben Gullion left Birkenhead for Annalong on Dec. 9. She left Birkenhead in conjunction with the motor vessels ELLIE PARK and NELLIE BYWATER. The latter two vessels having put to sea, returned to shelter at Holyhead, and afterwards reached their destination. Since the Ben Gullion sailed I have heard nothing whatever about her, otherwise than that some wreckage which was washed ashore on the County Down coast was presumed to be part of her.



*Berlin*, of Cuxhaven,  
(German steam trawler)

Moosmuller Master

259 Tons gross

Date 1911.

Cuxhaven for fishing voyage in the White Sea

96 Tons Net

Built

Classification - German Register + 100 A. Last Survey June 1927

Application submitted

REMARKS-

30<sup>th</sup> January, 1929

Subscriber making Application

Mr. H. S. More

6796119

Interested as Brokers for Insurance  
of Hull

Owner

"Nordsee" Deutsche Hochseefischerei A.G.  
formerly Cuxhaven Hochseefischerei A.G.

Vot fitted wireless.

Cargo

Insurance effected at

Lloyd's & Companies

On Vessel

On Cargo

Latest Account

Sailed from Cuxhaven on  
the 23<sup>rd</sup> November, 1928 for a fishing voyage  
in the White Sea.

Crew 13 including Master, Officers, and

Apprentices

Number of Days out

Days

COMMITTEE'S DECISION

From Sailing to 30<sup>th</sup> Jan. 1929.

68.

Defer for 14 days

30<sup>th</sup> Jan. 1929

— " — 13<sup>th</sup> Feb. 1929

82

On the Board

13<sup>th</sup> Feb. 1929

— " — 20<sup>th</sup> Feb. 1929

89

Posted Missing

20<sup>th</sup> Feb. 1929

BERLIN.—London, Jan. 28.—The owners of the steam trawler Berlin, 259 tons gross, write from Bremen under date of Jan. 25: The vessel left Cuxhaven on Nov. 23 on a fishing voyage to the White Sea with a crew of 13 men, and should have returned to Cuxhaven 22-26 days later. The vessel, however, has not yet returned. A lifebelt was picked up near Heligoland at the end of November, a lifeboat, probably belonging to the vessel, was found off Heligoland, and a body, which has been identified as that of the ship's cook, has been washed ashore on Heligoland.



No. 3687

*Wander* of London, Official No. 146683, Constant Master  
(British motor vessel.)

130 Tons gross

83 Tons Net

Date Built 1915

Yarmouth (Norfolk) for The Humber.  
Classification - Lloyds Register - not classed.

Application submitted

30<sup>th</sup> January, 1929

REMARKS—

Subscribers making Application

Messrs Bray, Gibb &amp; Co

6798/29

Interested as Brokers for Insurance  
of Hull

Owner

F. T. Everard &amp; Sons, Ltd.

Not fitted wireless.

Cargo

Molasses.

Insurance effected at

Lloyds &amp; Companies

On Vessel

Union Marine & New Zealand  
Insurance Co.

On Cargo

WANDER.—London, Dec. 4.—Motor vessel Wander, of London, which left Yarmouth (Nor.) with a crew of five on Nov. 22 for Hull, with a cargo of molasses, has not reached her destination.

The motor vessel Pamela Hope, belonging to the same owners, Messrs. F. T. Everard & Sons, of Greenhithe, left Yarmouth (Nor.) in company with the Wander. Both vessels were bound for the Humber, but the Pamela Hope put back owing to the gale when she had nearly reached the Wash, leaving the Wander at anchor off the East Docking Buoy. The Pamela Hope reached Yarmouth Roads on Saturday (Nov. 24) and entered Yarmouth Harbour next day.

Latest Account Sailed from Yarmouth (Norfolk)  
on the 22<sup>nd</sup> November 1928, for The Humber &  
was last seen by the "Pamela Hope" (motor vessel)  
in the neighbourhood of the North East  
Docking on the 23<sup>rd</sup> November 1928.

Crew 5 including Master, Officers, and

Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From last seen to 30<sup>th</sup> Jan. 1929

68

On the Board—

30<sup>th</sup> Jan. 1929— " — 6<sup>th</sup> Feb. 1929

75

Posted Missing

6<sup>th</sup> Feb. 1929



*Teesbridge* of West Hartlepool, Law Master, Official No. 119879  
 (British steamer)  
 3898 Tons gross Date } 1905  
 2546 Tons Net Build }  
 Fowey for Philadelphia  
 Classification Lloyd's Register +100 A1 Last Survey December, 1928

Application submitted

REMARKS—

13<sup>th</sup> February 1929

Member making Application

Mr. R. H. Lindley  
11687/29Interested as Broker for Insurance  
of HullOwner  
North of England S.S. Co Ltd.  
(Brookly, Magee & Co Ltd. Managers)

Fitted with

Cargo  
5130 tons China Clay.

Insurance effected at

Lloyd's

On Vessel

Lloyd's &amp; Companies

On Cargo

Latest Account Sailed from Fowey for  
 Philadelphia on the 9<sup>th</sup> January, 1929, and  
 sent out wireless signals of distress on the  
 21<sup>st</sup> January, 1929, in latitude 48-31 North,  
 longitude 41 West (approximately)

Crew 31 including Master, Officers, and 3 Apprentices

Number of Days out

Days

From last signal to Feb. 13<sup>th</sup> 1929

23

Defer for 14 days

13<sup>th</sup> Feb. 1929

— " —

Feb. 27<sup>th</sup> 1929

37

On the Board

27<sup>th</sup> Feb. 1929

— " —

March 6<sup>th</sup> 1929

44

Posted Missing

6<sup>th</sup> March 1929

TEESBRIDGE.—St. Pierre (Miq.) Wireless Station, Jan. 20. — British steamer Teesbridge in distress in lat. 48 32 N., long. 41 W. Belgian steamer *Caucasier* proceeding to assist.

Cape Race (NF.) Wireless Station, Jan. 20.—8.15 p.m. British steamer Teesbridge in distress lat. 48 31 N., long. 41 W. Steamer *Caucasier* proceeding to assist.

TEESBRIDGE.—St. John's (NF.), Jan. 22. —British steamer Teesbridge: Cape Race Wireless Station further advises night Jan. 21 steamer *Maine* reports still searching for Teesbridge, unable to locate, believes wireless out of commission. Two hatches stove in and stokehold flooded when distress call sent out.

TEESBRIDGE.—Valentia Wireless Station, Jan. 23.—Following from steamer *Empress* of Scotland at 11.55 p.m. (G.M.T.), Jan. 22.—Steamer Teesbridge in distress at 12.53 a.m. (G.M.T.), on Jan. 21, in lat. 48 31 N., long. 41 W. Later intercepted at 12.10 a.m. (G.M.T.), Jan. 23.—British steamer *Maine* (call sign GDCK) abandoned search at 4.13 p.m., and Comino up to 8 p.m., no trace of Teesbridge.

St. John's (NF.), Jan. 23.—Cape Race Wireless Station reports this morning no tidings of steamer Teesbridge.—Salvage Association.  
 Horta, Jan. 23.—British steamer Teesbridge: Dutch tug *Humber* sailed last night to search, but put back after intercepting wireless message from steamer *Aurania* reporting found no trace. Steamer *Maine* abandoned search, no traces. Steamer *Comino* no trace either.

TEESBRIDGE.—St. John's (NF.), Jan. 23. —Steamer Teesbridge: In reply to our further inquiry Cape Race Radio reports to-day Jan. 23 steamers *Aurania* and *Maine* searched positions given by Teesbridge Monday night and yesterday (Jan. 21 and 22) but saw no trace and gave up search yesterday evening, all ships passing are keeping a sharp lookout. *Caucasier* reports last communicated Teesbridge 5.13 a.m. G.M.T. Jan. 21. *Caucasier* noon Jan. 21 one hundred miles away from Teesbridge position with north-west stormy sea, and as steamer *Maine* would arrive long before *Caucasier* master proceeded, nothing more was heard from Teesbridge. Steamer *Maine* reports received Teesbridge S O S and Teesbridge wireless *Maine* at 1.50 a.m. G.M.T. Jan. 21.—  
 Two hatches stove in and stokehold flooded, now lying beam on, distributing oil. Will advise position later, not received operator stated using emergency wireless.

At 3.03 a.m. G.M.T. Jan. 21 operator stated:—  
 Master thinks it is not as bad as he first thought. Last heard Teesbridge 5.15 a.m. G.M.T. Jan. 21, searched vicinity thirty hours unsuccessfully, broadcast asking all ships look out for Teesbridge and advise any news, none received. We will cable later if further information received.—Lloyd's Agents per Salvage Association.

TEESBRIDGE.—St. John's (NF.), Jan. 25. — Steamer Teesbridge: Cape Race radio reports this morning no tidings Teesbridge. Ships keeping sharp lookout.—Salvage Association.

COMMITTEES DECISION



No. 3689

*Gilda Scuderi*

(American steamer)

2145 Tons gross

1293 Tons Net

Date Built 1919

Houston for Kobe via Seattle

Classification Lloyds Register +100 A1. Last Survey *May January 1928*

Application submitted

6<sup>th</sup> March 1929.

REMARKS—

Member making Application

Mr. B. A. Glanvill

5464/29

Interested as Broker for Insurance of Hull.

Owner

Scuderi Motor Co. Inc.

Not fitted wireless.

Cargo

2742 tons steel scrap.

Insurance effected at

Lloyd's Companies

On Vessel

Union Insurance Society of Canton Ltd.

On Cargo

Latest Account

Sailed from Houston for Kobe via Seattle on the 28<sup>th</sup> September 1928 and left Seattle on the 5<sup>th</sup> November 1928

GILDA SCUDERI.—London, Dec. 18.—Steamer Gilda Scuderi, Newport News and Houston for Kobe, left Seattle on Nov. 5. In reply to inquiry, Lloyd's agents, Kobe, cabled to-day as follows:—Gilda Scuderi has not arrived and anxiety is felt for her safety. Owners' agent advises vessel does not carry wireless operator.

Crew 30 including Master, Officers, and Apprentices

Number of Days out

Days

From last report to 6<sup>th</sup> March 1929, 121— " — 13<sup>th</sup> March 1929, 128— " — 20<sup>th</sup> March 1929, 135

COMMITTEE'S DECISION—

On the Board

13<sup>th</sup> March 1929

Posted Missing

20<sup>th</sup> March 1929



No. 3690

*Ivy*, of Falmouth, Tote Master, Official No. 78187  
(*British Ketch*)

Tons gross

58 Tons Net

Date } 1878  
Built }

London for Truro.

Application submitted

6<sup>th</sup> March, 1929

REMARKS—

Subscriber making Application

Mr L. V. Alexander.

15571/29

Interested as Broker for Insurance  
of Hull

Owner

N. S. Furneaux.

Not fitted wireless.

Cargo

Cement.

Insurance effected at

Lloyd's

On Vessel

On Cargo

IVY (s.v.).—Fowey, Feb. 14.—Ship's boat picked up and brought in here to-day marked "Ivy, Falmouth," master Pope. Understand from owner Ivy on passage from London to Falmouth, cargo cement. Was in the Downs on Saturday last (Feb. 9), since when he has had no news. Boat badly damaged and in charge of Receiver of Wreck.—Lloyd's Agent.

IVY (s.v.).—London, Feb. 19.—It is feared that the ketch Ivy, London for Truro, with a crew of three, has foundered in the English Channel after a collision.—"The Daily Chronicle."

IVY (s.v.). — London, Mar. 6. — The owner of the ketch Ivy, of Falmouth, which left the Thames on Feb. 5 for Truro with cement, writes from Penryn under date of Mar. 2 as follows: The Ivy sailed in company with the ketch Sunshine from the Downs on Feb. 10, and was last seen by the master of this vessel on Monday, Feb. 11, then about 4 45 p.m., both vessels running down Channel with the heavy east wind and snow. We are afraid the vessel was either run down or struck something. We have not had any further news of the vessel or crew, which must now be lost.

Latest Account Sailed from London for Truro on the 5<sup>th</sup> Feb. 1929. Sailed from the Downs on the 10<sup>th</sup> Feb. and last seen by the master of the Ketch "Sunshine" on the 11<sup>th</sup> February, 1929.

Crew 3 including Master, Officers, and Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From last report to 6<sup>th</sup> March, 1929,

23

Defer for 7 days

6<sup>th</sup> March 1929

— " —

13<sup>th</sup> March, 1929.

30

On the Board

13<sup>th</sup> March 1929

— " —

20<sup>th</sup> March, 1929

37

Posted Missing

20<sup>th</sup> March, 1929.



No. 3691

*George Cochran*, of London. Official No. 1144314, Bragg Master  
(British steamer)

294 Tons gross

Date } 1918

121 Tons Net

Built }

Sydney (C.B.) for St. John's (N.F.)  
Classification - Lloyd's Register + 100 A1. Last Survey June 1928.

Application submitted

REMARKS—

27<sup>th</sup> March, 1929.

Subscriber making Application

Mr. F. G. Higgins

Interested as Broker for Insurance  
of Hull.

Owner

Messrs Job Bros & Co Ltd  
St. John's (N.F.)

Not fitted wireless

Cargo

Sydney Coal

Insurance effected at

Lloyd's &amp; Companies

On Vessel

St. John's (N.F.)

On Cargo

Latest Account

Sailed from Sydney (C.B.)  
for St. John's (N.F.) on the 20<sup>th</sup> January  
1929.

Crew 9 including Master, Officers, and

Apprentices

Number of Days out

Days

COMMITTEE'S DECISION—

From last report to 27<sup>th</sup> March, 1929

66

On the Board

27<sup>th</sup> March 1929— " — 3<sup>rd</sup> April 1929

73

Posted Missing

3<sup>rd</sup> April 1929

GEORGE COCHRAN.—London, Jan. 26.  
—A cable received from St. John's (N.F.)  
Jan. 25 states: Anxious about Cochran  
(George Cochran) overdue.

London, Jan. 28.  
—Following telegram received from the  
owners of the steamer George Cochran,  
dated Liverpool, Jan. 28:—St. John's  
cable still no word Cochran (George  
Cochran), general opinion pessimistic, in  
which they regretfully concur. Believe  
left Sydney for St. John's Jan. 21, but  
cabled out for information.

London, Jan. 29.—  
Following cable has been received from  
St. John's (N.F.): Steamer George  
Cochran sailed from Sydney (C.B.) noon,  
Jan. 20, for St. John's (N.F.).

St. John's (N.F.),  
Jan. 29. — British steamer George Coch-  
ran, which left Sydney (C.B.) on Jan. 20  
for St. John's (N.F.), cargo coal, reported  
to be overdue. Government steamer  
Kyle will be sent to search after arrival  
Port aux Basques to-day.

GEORGE COCHRAN.—St. John's (N.F.),  
Jan. 31. — British steamer George  
Cochran: Government steamer Kyle has  
returned, cannot find any trace of vessel.



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